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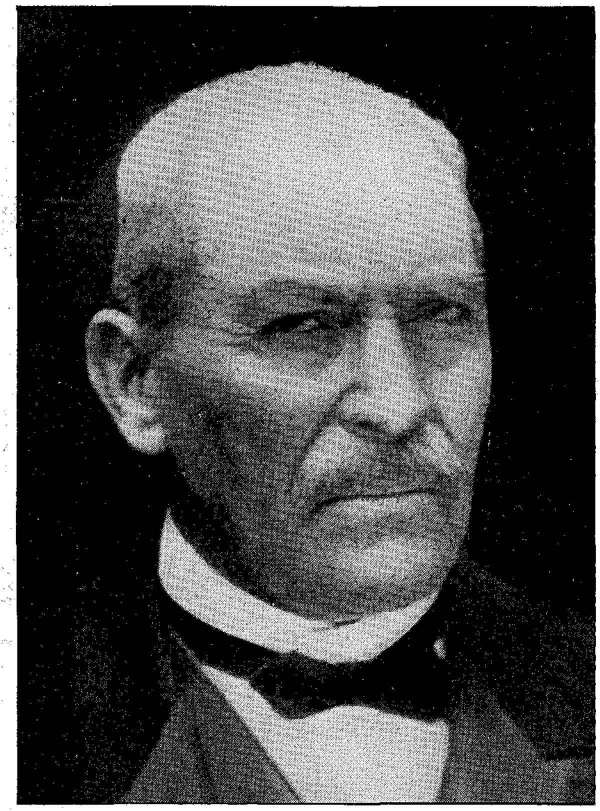
TOPICS OF THE DAY

HUERTA AS A DICTATOR

WHATEVER THE FINAL OUTCOME of Victoriano Huerta's armed invasion of the Mexican Congress, his imprisonment of half the members of the Chamber of Deputies, and his assumption of the rôle of military dictator, the immediate effect, in the opinion of a great majority of our editorial observers, is a dramatic vindication of President Wilson's refusal to recognize the Huerta Government. This aspect of the case is not affected by the rumors from Mexico City as we go to press that General Huerta has since found his position so difficult that he is willing to surrender the reins to a successor. "His defiance of liberty is at once an explanation and a justification of the policy the Washington Administration has pursued toward this beneficiary of assassination," declares the Brooklyn *Eagle* (Ind. Dem.), and this view is shared by such papers as the Chicago *Inter Ocean* (Rep.), *Tribune* (Prog.), and *News* (Ind.), Philadelphia *Telegraph* (Rep.) and *Inquirer* (Rep.), Springfield *Republican* (Ind.), St. Louis *Republic* (Dem.), Boston *Advertiser* (Rep.), Baltimore *Sun* (Ind.), and the New York *Globe* (Rep.), *Tribune* (Rep.), *Evening Post* (Ind.), *World* (Dem.), and even *The Times* (Ind. Dem.), which not long ago reproached President Wilson for turning an obstinately deaf ear to the "popular demand" for Huerta's recognition. "Practically as well as politically, the policy of the President has been justified," declares *The Globe;* and *The Times*, after echoing this opinion, goes on to explain that



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HUERTA.

> "Until lately, General Huerta has seemed to be a wise executive, conciliatory with his political opponents in the capital, and intent on serving the best interests of the Republic. But he has taken his place now in the line of Santa Anna and the other soldiers who, when in power, governed in spite of, and not in accordance with, the will of those of their fellow citizens who had the welfare of their nation at heart."

No matter to what political fiction Huerta may resort "to smooth the edge of usurpation," it can not now conceal his "determination to rule in fact," remarks the Boston *Transcript* (Rep.):

> "He may pretend to hold a free election and to allow the nomination of candidates representing various parties or factions, but his intention to remain the power behind the presidential chair greater than its occupant is manifest. What kind of an election can be expected in a land where the representatives of the people can be bundled off to jail for having protested against the arbitrary arrests of several of their number? An election controlled by Huerta will only be prevented from becoming a tragedy by its conversion into a farce."

The story of Huerta's *coup d'état* and of the events leading up to it, as gathered from the dispatches, is briefly as follows: On the 23rd of September Dr. Belisario Dominguez, Senator for the State of Chiapas, openly attacked the Provisional President in a speech before the Senate, accusing him of having obtained his power by treason and assassination, and declaring it to be the duty of the National Assembly to depose him. The immediate sequel of this speech was the mysterious

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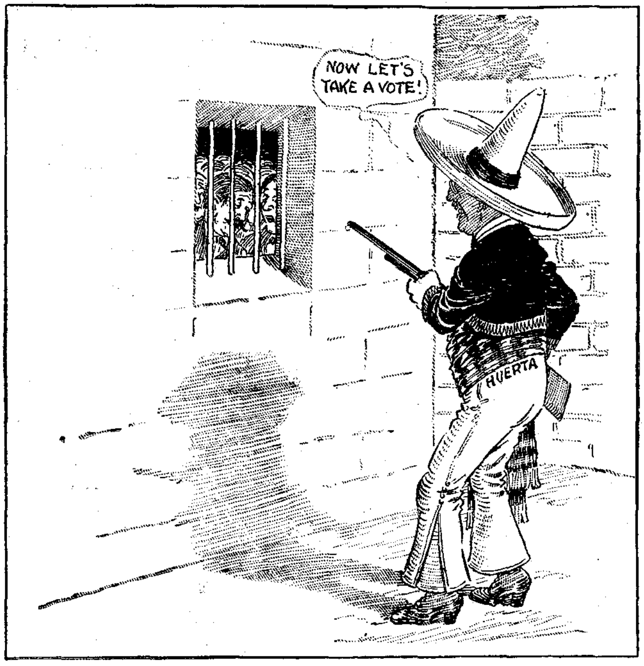
disappearance of Senator Dominguez. Then a number of Liberal Deputies signed a resolution demanding that the disappearance of the Senator from Chiapas be investigated, and warning Huerta that unless the members were assured of their personal safety the Chamber would adjourn and hold its meetings elsewhere than in the capital. Huerta demanded the withdrawal of this resolution, and when the Deputies refused, his soldiers entered and marched 110 of them to the penitentiary. Huerta then declared both branches of the National Assembly suspended, and issued a proclamation calling for new elections of Senators and Deputies on October 26, the date set for the Presidential election. He also proclaimed himself in charge of the Departments of the Interior, Administration, Finance, and War.


NOW LET'S TAKE A VOTE!
HUERTA

MEXICAN LAWMAKING.

—Barclay in the Baltimore *Sun*.

These events drew two notes from Washington, the first virtually demanding that the lives of the imprisoned Deputies be safeguarded, the second stating that this Government would not recognize the constitutionality of any elections held in Mexico under present conditions. The latter, after stating that "the President is shocked at the lawless methods employed by General Huerta" and "finds it impossible to regard otherwise than as an act of bad faith toward the United States his course in dissolving Congress and arresting the Deputies," goes on to say:

> "It is not only a violation of constitutional guaranties, but it destroys all possibility of free and fair elections. The President believes that an election held at this time and under conditions as they now exist would have none of that sanction with which the law surrounds the ballot, and that its result, therefore, could not be regarded as representing the will of the people. The President would not feel justified in accepting the result of such an election or in recognizing the President so chosen."

"This incident," declares Querido Moheno, Huerta's Foreign Minister, "marks a new epoch in our diplomatic relations with the United States."

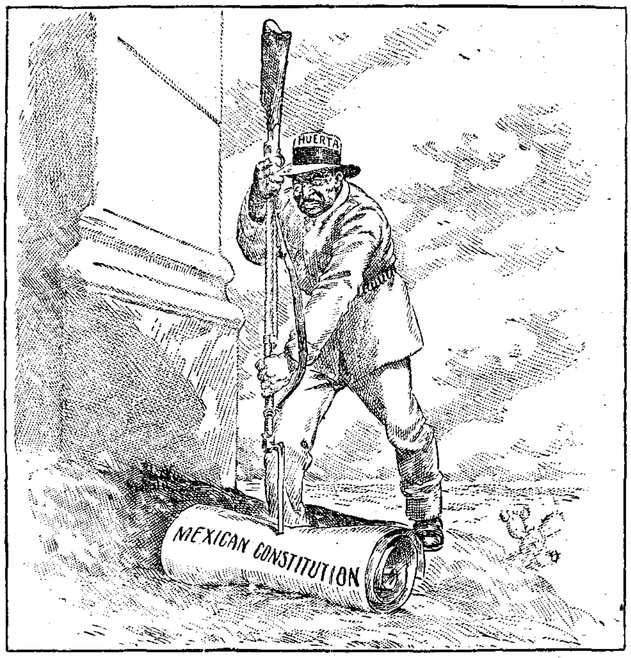
Meanwhile it is admitted on all sides that the Mexican situation is tense and critical. Its possibilities, says the Washington correspondent of the New York *Tribune*, "range from a débâcle in Mexico City to American intervention." Even in Mexico City, according to a *Herald* correspondent, "there has developed a deep-seated, if not yet openly pronounced, revulsion against Huerta's methods." Surveying Huerta's course from the overthrow of Madero to the present crisis, the Philadelphia *Record* (Dem.) says:

> "He was abashed a little by the cry of horror which arose *throughout the civilized world* when President Madero was assassinated in the Governmental Palace and his mutilated body thrown into the street near the prison, under the pretext that he had been killed there during an effort at rescue. Huerta was disconcerted by the refusal of this Government to recognize him, because of the violent means used by him to gain power. He was going to provide a fair election and would seat his successor, whoever he might be. Thus he said, and he hoped thereby to propitiate public opinion in the United States. A court martial appointed to investigate the cause of Madero's death found a verdict of 'nobody to blame.' To be sure, the rebels in the North were not being subdued with the expected celerity; but, perhaps, this world, and particularly the United States Government, could be induced to accept Huerta's word for the deed.
>
> "It was impossible to keep up the deception, however. When the Liberals of Mexico nominated a candidate for the Presidency in opposition to Huerta's man, the pretense that the whole country, excepting Carranza and a few other bandits, stood by the provisional régime had to be abandoned. Then came the victory of the insurgents at Torreon and the probability that the banners of the Constitutionalists would soon be waving in front of the capital city—for Torreon is the last strategic point of defense against a Northern invasion. The querulous Deputies who wanted to know why Huerta had deceived the country about conditions in the rebellious States were marched to jail and the dictator showed his true colors, emerging as 'the man on horseback.' The time for this dénouement was very ill-chosen. The situation preceding the abdication of Porfirio Diaz has been almost exactly reproduced. That the further development will be identical is by no means certain. What is certain is that Huerta is further from the realization of his ambition and nearer his downfall than he ever was before."

And in the New York *Commercial* we read:

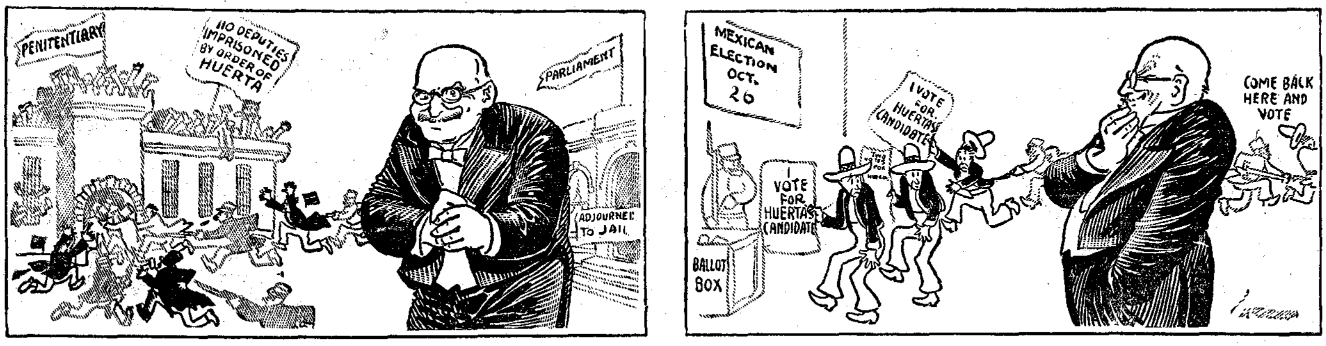
> "Events will move swiftly in Mexico during the next ten days, and it may be that the United States will be involved in serious trouble with that country, but we have at least the satisfaction of knowing that everything was done to keep the peace and to help the people of Mexico to establish a constitutional government."

The present situation, significantly remarks the Philadelphia *Telegraph*, "makes it difficult to see anything but turmoil and disorder in Mexico until other than internal influences are brought to bear upon the affairs of that country." On the other hand, it is suggested in some quarters that Huerta is deliberately trying to provoke us to intervention in the belief that that is the only thing that will unite Mexico behind himself. Yet another guess at the future is hazarded by the Baltimore



MURDERING MEXICAN LIBERTY.

—Macauley in the New York *World*.


PENITENTIARY
110 DEPUTIES IMPRISONED BY ORDER OF HUERTA
PARLIAMENT
ADJOURNED TO JAIL
MEXICAN ELECTION OCT. 26
I VOTE FOR HUERTA'S CANDIDATE
I VOTE FOR HUERTA'S CANDIDATE
BALLOT BOX
COME BACK HERE AND VOTE

Copyrighted by John T. McCutcheon.

IF HUERTA CAN DISPOSE OF LEGISLATIVE OPPOSITION BY SUCH A SIMPLE AND EFFECTIVE METHOD—

WHAT A LOVELY CHANCE THE OPPOSITION WILL HAVE AT THE POLLS!

McCutcheon in the Chicago *Tribune*.

HUERTA'S INVINCIBLE METHOD.

Sun, which is convinced that Huerta's course must "intensify the popular opposition and arouse the fierce resentment of every Mexican who has begun to see the light of constitutional liberty." The Baltimore paper goes on to say:

> "The act shows desperation rather than strength, and sows the seed of certain ultimate disaster for the Huerta Administration. A large part of the Mexican population are still in a condition of political and intellectual darkness, but the determined revolutions of the last few years indicate the rapid growth of progressive ideas and true conceptions of free government, and there is no reason to suppose that a country which drove out a strong man like Diaz will long tolerate the usurpation of a smaller and weaker man like Huerta."

The New York *Evening Post* is another paper which believes that it was weakness rather than strength that spurred Huerta to override the constitution. Says *The Post:*

> "Repeatedly we have protested in these columns against the superstition which confounds brutality with efficiency. Because a successful dictator, like Porfirio Diaz, must be ruthless in his policies, people embrace the converse of the proposition and assume that crime and violence are the proofs of efficient despotism. Because Huerta attained power through a succession of acts of revolting perfidy and outrage, very respectable people jumped at the conclusion that Huerta must be the heaven-sent man for Mexico. It would have been sentimental to look beneath the surface of things, to try to ascertain whether the democratic uprising that drove Diaz from power had really spent itself, or whether Madero's death did not altogether extinguish the spirit of resistance to despotism. But President Wilson did look beneath the surface."

But while Huerta seems to have few friends among the American papers, he does not lack zealous champions among the Americans in Mexico City. Thus on the day that he sent his Congress to the penitentiary he received from twenty-one American residents in the capital a remarkable document eulogizing him, scoring President Wilson for his policy of non-recognition, and defending the assassination of Madero. Heading the list of signers was the name of Maj. Cassius C. Gillette, U. S. A., retired. This document contains the following arguments against holding a "free election" in Mexico:

> "The peons' political capacity is not better than that of our unfranchised reservation Indians, and really is below that of our disfranchised Southern plantation negroes. During the period before Diaz, government never changed, except by force. At that time the lynching of Madero would not have caused a ripple on the political sea. In the Philippines we do not let natives vote. Why should we try to force a full, free election on Mexico, with its inevitable horrors of peon domination?
>
> "If there could be a full, free election, Mexico to-morrow would not have a shadow of doubt that Gaona, the leading bull-fighter, would be overwhelmingly elected, just as Jack Johnson would be elected Governor of Mississippi under similar conditions."

"The document is valuable," remarks the Philadelphia *Record*, "only in showing whence Huerta drew the inspiration that the American people did not support the Mexican policy of their President." On the other hand, the New York *World* describes it as "the most significant document that the Mexican situation has yet produced," and denounces its signers as "a score of Benedict Arnolds." Remarking that these signers are "for the most part concessionaries or representatives of Big Business," *The World* goes on to say:

> "This memorial has been presented to General Huerta, but it is also to be transmitted to Washington. It proves that great American business interests in Mexico are murderous as well as tyrannical and treasonable. It shows, furthermore, the sort of advice on which the usurper Huerta has been acting.
>
> "What punishment is adequate for such a troop of Benedict Arnolds? Is there an affront to the American name and the American Government that our adventurers in foreign lands will not perpetrate in the hope of gain?"

But for unreserved eulogy of Huerta these twenty Americans are entirely eclipsed by *El Independiente*, the Government organ in Mexico City, which compares Huerta dissolving Congress with Christ casting out the money-changers from the temple. This paper goes on to explain that Vera Estanol and Rodolfo Reyes, who were expelled from Huerta's Cabinet for "incompetence and disloyalty," carried their plotting to the Chamber of Deputies, which "soon began to seethe and bubble with intrigue, to boil with the impotent rage of a legion of idiots who are a heap of demagogic dirt cast up by a revolutionary vortex into high political places." "Huerta," declares *El Independiente*, "is the man of the hour."

> "His is the falchion whose gleam lights the national chaos. His will is the will of iron that will exterminate rebellion. He is the only hope of the return to peace and civilization."

A large element in Mexico City, the correspondents report, believe that Huerta took the only possible course with his disaffected Deputies, who were actively conspiring for his overthrow. This point is also brought out by Mr. Oliver Herbert Thomas, of Richmond Hill, Staten Island, in the following letter to the New York *Sun:*

> "If the Southern Congressmen before the Civil War had remained or been permitted to remain in Congress after the secession and had taken advantage of their position to conspire actively and openly against the Federal Government while drawing their pay from that Government, would they not have been arrested and held for treason?
>
> "And yet we profess to be painfully shocked because President Huerta has jailed the Maderist members of the Mexican Chamber of Deputies conspiring against the central Government and the peace of the country. He wouldn't be much of a man if he had not taken the action he did. In fact, if he has made any mistake at all it has been in the direction of too much leniency toward the antagonistic political intrigues of these men.
>
> "It is to be noted that in explaining his action President Huerta made the point that if he knew of one other man on whom all these political intriguants could unite for the benefit of the country he would gladly resign and turn the reins of power over to him. The fact is, as he said, that there would be as many contenders for his position as there are parties and groups in the Chamber. And that would mean anarchy."

THE LOSS OF THE "VOLTURNO"

THE DESTRUCTION of the *Volturno* instantly calls up memories of the *Titanic*, and tho the death list is shorter in the case of this second great sea disaster within eighteen months, it seems to the New York *Sun* that the details of the story are "equally tragic and perhaps actually more painful." The earlier catastrophe did not surpass the later in dramatic quality, agrees the New York *Evening Post*, for there was never before on the ocean such a scene as that of the night of October 9—"a great steamer burning helplessly in a gale, which prevented the safe launching of life-boats, with ten or eleven ocean liners rolling in the high seas nearby in the hope that the gale might abate in time to save some of the hundreds of lives menaced by the waves and by fire." The cry for a really "unsinkable" ship that went forth after the loss of the *Titanic* now gives place to the demand for a ship that is truly "fire-proof." There was no lack of life-boats on the *Volturno*, but they were rendered useless, and became, indeed, a source of peril; and these circumstances call out many an editorial utterance on the need of better fire-fighting apparatus and more satisfactory methods of transshipping passengers in a heavy sea. The only cause for congratulation found by the press, save for their acknowledgments of the seamanship and courage displayed in the work of rescue, is the work of the wireless. It seems to be the unanimous opinion that, had there been no S. O. S. call, instead of the rescue of 532 from a total company of 657, there would have been none left to tell the tale of the loss of the *Volturno*, save by the rarest chance. As the Philadelphia *Record* remarks, "there was no confusion in the working of the wireless, no interference and breaking into the conversations between the calling vessel and those who answered, and every ship within hail responded with alacrity, so that at the time of the rescue there were ten steamers standing by." Evidently, concludes *The Record*, "the lessons of the earlier disaster have been heeded, and the wireless has become a well-managed life-saving device."

CAPTAIN FRANCIS INCH,

Who for twenty-four hours personally directed the fighting of the flames, until, exhausted and nearly blinded by heat and smoke, he was taken to the *Kroonland*, the last to leave the *Volturno*.

But as the world realizes its debt to Marconi for his great invention, it is at the same time, as the New York *Globe* observes, compelled suddenly to recognize in the *Volturno's* loss the fearful menace of fire—fire at sea. According to figures compiled in Paris, we are told, "in the last seven and a half years a ship a day has either been damaged or destroyed by fire," while "those that have been lost by shipwreck are comparatively few in proportion." Hence, to be safe, says the Philadelphia *Inquirer*, "we must have not only the unsinkable ship, but the fire-proof ship." Now, it continues,

> "The *Volturno* was not only not fire-proof, but its supply of apparatus for fighting fire was wofully deficient. The fire-fighters were practically helpless, and the guilt that burdens the shoulders of the management of the line was in sending out a vessel so poorly prepared to cope with flames."

While the final investigation may or may not substantiate *The Inquirer's* charge, there is now no disposition to question newspaper assertions that the disaster has its lesson for ship-owners and ship-builders. "The fact that builders virtually have obviated the perils of tempest, that foundering in a storm is, for the great steamships, a danger not to be considered, makes it," in the Chicago *Tribune's* opinion, "the less excusable that they should be destroyed by man-made dangers." "The brains of the world" should now be enlisted in an effort to make ocean liners absolutely fire-proof, declares the Washington *Post*. "Cabin and gangway partitions should be built of steel on passenger ships as they are on battle-ships," adds the New York *Times*. Nor are improved materials and methods of construction the only things needful, thinks the Syracuse *Post-Standard*, and it suggests "means of fire prevention by something at sea corresponding to the automatic sprinkler used in large buildings" as a necessary step in the direction of perfect safety.

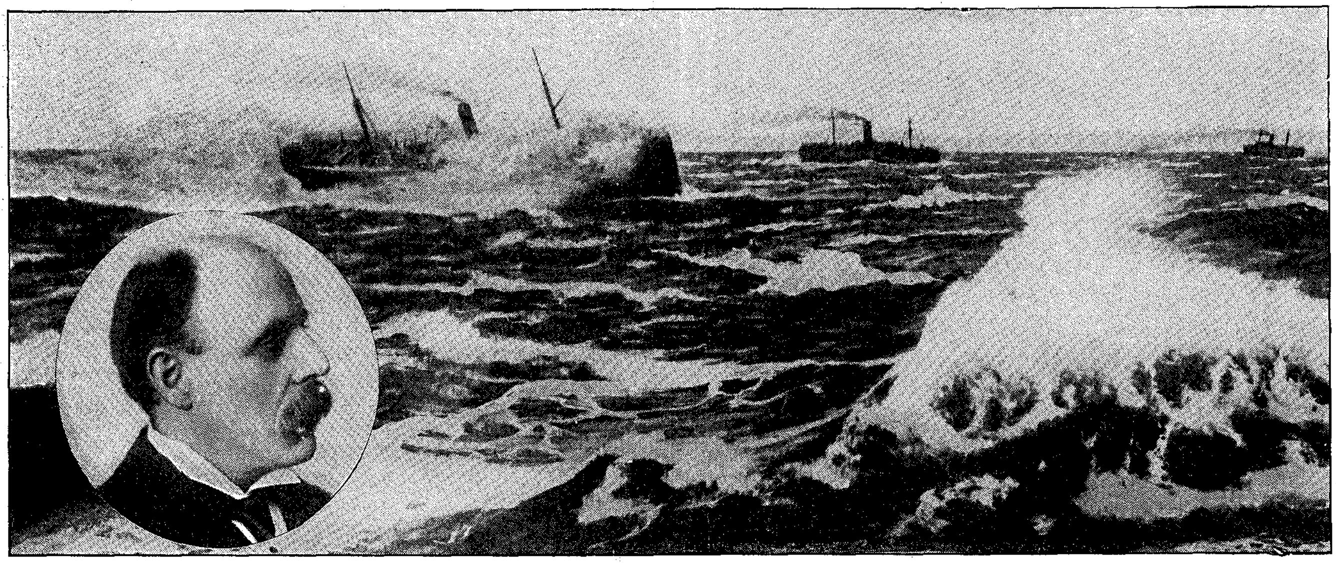
If, in spite of all precaution, disaster does come, we may now feel assured that "in the ocean lanes other steamers can usually be brought to the spot by wireless"; but, asks the Springfield *Republican*, "has the utmost been made of this fact in the way of providing apparatus for transshipping passengers?" We must be prepared for any eventuality, *The Republican* reminds us—

> "It is useless to try to predict what form danger will take—the thing is to be prepared for any contingency. If a ship sinks in still water, life-boats for all are needed. If she is destroyed slowly in a storm, with other ships standing by, a life-saving service is the vital thing, and should not be beyond the resources of inventors. The need of such an equipment seems to be the lesson most urgently brought home by this shocking catastrophe."

The wireless possibilities for rescues at sea should, in the Brooklyn *Eagle's* opinion, persuade all governments of the necessity of having liners supplied with guns or rockets for carrying lines to another vessel or to the shore. "When a line is thus thrown over a vessel, sinking or burning, a cable can be hauled aboard, a 'breeches-buoy' service established, and one by one every human being can be saved." It should be stated that American regulations compel the carrying of such equipment, and Captain Garden, of the United States Life-saving Service, believes that in the light of this disaster the forthcoming international conference at London to consider safety at sea "will recommend that each passenger steamer carry appliances of this sort."

But it may be well to turn from this discussion to consider the actual history of the *Volturno's* loss, as far as it may be gleaned from the mass of statements by survivors of the burned ship, and the officers and passengers on the rescuing fleet. The *Volturno*, a vessel of about 3,600 tons, built in 1906, owned by the Canadian Northern Steamship Co., but leased to the Uranium Steamship Co., left Rotterdam for Halifax and New York on October 2. Beside her crew of 93, she carried 564 passengers, mostly immigrants. She carried also a miscellaneous cargo of freight, of an unusually inflammable character, as the New York *World* and *Evening Post* now point out. The latter paper is inclined to think that the perusal of the *Volturno's* manifest sheet goes far to explain what happened later:

> "Among other things, she carried 90 drums and 740 casks of various kinds of oils, 1,189 bales of peat-moss, 125 drums and

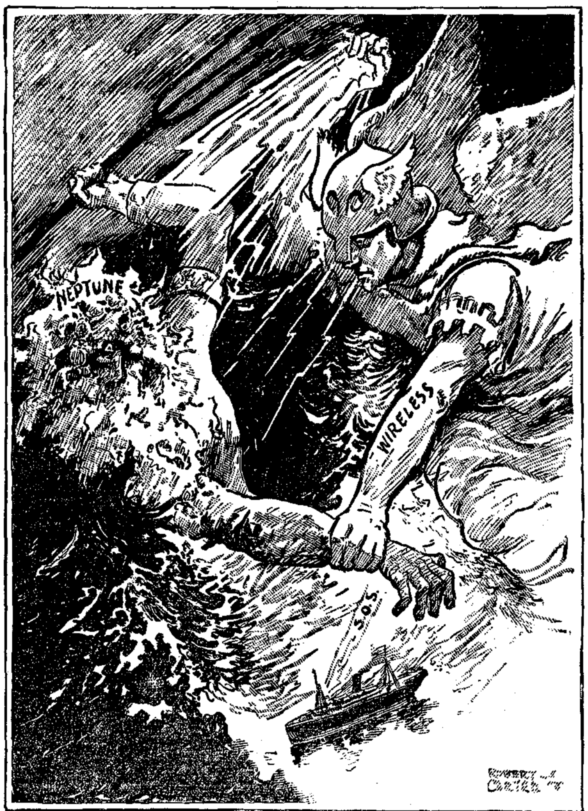


THE BURNING SHIP AND PART OF THE RESCUE SQUADRON.

This picture shows the burning *Volturno*, with her passengers crowded together at the stern, and at the right two of the ships which came to the rescue. It also shows clearly how the high waves prevented the taking off of passengers by the boats of the waiting steamers before the oil-tank steamer arrived and calmed the sea sufficiently to make the work of rescue possible. The insert is a picture of Mr. Arthur Spurgeon, formerly managing editor of the National Press Agency, of Great Britain, who sent the first graphic story of the disaster by wireless.

> 207 casks of chemicals, 1 case of celluloid plates, 559 casks and 1,003 cases of wines, 310 cases of gin and other liquors, 120 packages of straw envelops, 160 bales of burlap, 278 bales of rags, 370 packages of straw envelops, and 6 cases of cottons. There were plenty of things in her hold that might have exploded spontaneously, and a fire once started in such materials must have been almost impossible to check with the best fire-fighting apparatus in the world, let alone on a ship that was pitching violently, with a gale of wind to fan the flames."

According to the wireless dispatch sent by Capt. Francis Inch of the *Volturno* to the company's headquarters in New York, fire was discovered in a forward hold at 6.55 A.M. on Thursday, October 9. The flames rapidly gained despite the strenuous efforts made to extinguish them. A wireless call for help was sent out. Several life-boats were lowered, but all were smashed by the heavy seas, except two, which were probably lost with their occupants. At 11 A.M., the *Carmania* arrived, and during the afternoon the other ships which had heard the wireless call made their appearance. The fire on the *Volturno* was steadily tho slowly gaining. Efforts made by the other ships to take passengers from the *Volturno* failed because of the gale and high seas. During the evening passengers were induced to jump and they were saved by the boats from the rescuing squadron. Early in the morning, the wind having abated and the waters being further smoothed by oil from the tank-steamer *Narragansett*, the remaining passengers, who had been huddled in the stern all night, were easily taken on board boats and carried to the various ships. According to figures still subject to correction, 532 persons, of a total ship's company of 657, were saved by the *Carmania, Grosser Kurfürst, La Touraine, Asian, Narragansett, Seydlitz, Minneapolis, Devonian, Czar*, and *Rappahannock*. One who saw the rescue noted that:



THE BATTLE.
—Carter in the New York *Evening Sun*.

> "It was a strange company that filled the last boat to put off from the side of the flame-swept *Volturno*. It carried Captain Inch, it carried the officers, it carried a dog. And it carried a cook who was one of the big heroes of the tragedy, for he stood at his post and baked and made coffee until the flames were so close that his shoes were literally burned off."

We have also the vivid stories told by the rescuers and the rescued. The bravery of Captain Inch, half-blinded after twenty-four hours of fire-fighting, and the daring of Second Officer Lloyd and the crew who went with the last sound boat to the *Grosser Kurfürst* as an experiment to see whether other boats could live in that sea, are nearly equaled by the valor of other officers and members of the crew during that day and night of combating the perils of fire and storm. Then, too, the splendid seamanship displayed by the navigators of the helping ships, and the nerve of the sailors who manned the boats and saved lives in a raging sea are fully acknowledged in the many stories that filled the front pages of the newspapers last week. Earlier reports of cowardice and panic on the *Volturno* seem to be disproved by later news. There is debate as to the relative shares of the different vessels in the work of rescue. But the work that had to be done was well done, all who remained on board the burning ship till the storm abated were saved, and, as the New York *Sun* observes: "The best reassurance of the safety of ocean travel is in the fact that ships are officered by men of the type of the captains who played their part in the rescue of the *Volturno*."

A GREAT STORE LEFT TO CHARITY

A NEW PAGE in the gospel of wealth is written in the last will and testament of Benjamin Altman, the New York merchant, who provides that the profits of his share in the great business he founded and built up shall be used for the benefit of its employees and for the public charities of the city. The bequest of his important art collection to the Metropolitan Museum may well be left for special treatment in a later issue, but the transformation of a department store into a charitable institution is treated as something that is probably unprecedented, tho attempted in some measure, and unsuccessfully, by A. T. Stewart. Mr. Altman's "establishment of his great business house as a foundation to be administered for the benefit of his partners and employees" is envisaged by the New York *World* as "a remarkable monument to his benevolence." The will, declares *The Globe*, "is an instrument whose contents make for social peace and for a lessening of the uncharitableness and detraction too often manifested toward men of wealth." Every purchase of steel, of course, might be said to contribute toward the Carnegie Foundation for the Advancement of Learning, and every kerosene lamp or gasoline-engine may aid the various Rockefeller boards and funds for this or that, but scarcely before could the purchase of ribbons and lace be made with the feeling that it was an act of sweet charity. Mr. Altman's bequests are thus summarized by the Springfield *Republican:*

> "To his relatives Mr. Altman left comparatively small bequests, in most cases $100,000. To the Mt. Sinai Hospital he left $100,000 and smaller sums to other hospitals. To the mutual benefit association of B. Altman & Co. he left $50,000, and also remembered the older employees individually in sums of from $1,000 to $5,000. But the greater part of his fortune goes to the Altman Foundation, with a fund estimated at from $25,000,000 to $30,000,000, a device which was carefully worked out for the double purpose of keeping the business going and of applying its profits to the support of such philanthropic institutions as the trustees may choose. The dry-goods business, however, is to be kept quite distinct from the foundation which it supports."

Mr. Altman's purpose, according to his attorney, Mr. John L. Cadwalader, was to continue his business so that it would do the greatest public service, and so that the large income derived from it should be a means of doing good. Hence he established the Altman Foundation,

> "To use the income of the business on the one hand for the benefit of his employees and on the other for the public charities of the City of New York. In this way, he provided for compensation to those who should continue to uphold the ideals of B. Altman & Co. as a public-service institution and to make return to the people of the City of New York, from which B. Altman & Co. drew its patronage. It was the thought of a big-hearted, broad-minded man."

To quote Mr. Cadwalader's summary of the paragraph in the will providing for the foundation:

> "It then gives to the Altman Foundation, a charitable corporation incorporated by a special act of the legislature, all his capital stock in the corporation of B. Altman & Co. not otherwise disposed of by his will, to be disposed of and the income applied pursuant to the terms of the act above referred to. Under this act the trustees of the Altman Foundation [only one of whom may be an officer in B. Altman & Co.] will have the power to distribute the income on this stock for the benefit of the employees of B. Altman & Co., from time to time, and any surplus to such charitable institutions of the City of New York, according to the judgment of the trustees of the Altman Foundation."

To carry out this plan, "The Altman Foundation" has already come into being under the laws of the State of New York as a corporate body existing for the

> "Receiving and maintaining a fund or funds, administering the same and applying the principal and income thereof, and either of them, to promote the social, physical, or economic welfare and efficiency of the employees of B. Altman & Co., a New York corporation, by such agencies and means as from time to time shall be found appropriate therefor."

The aims of the foundation and the duties of its trustees are further described in the charter:

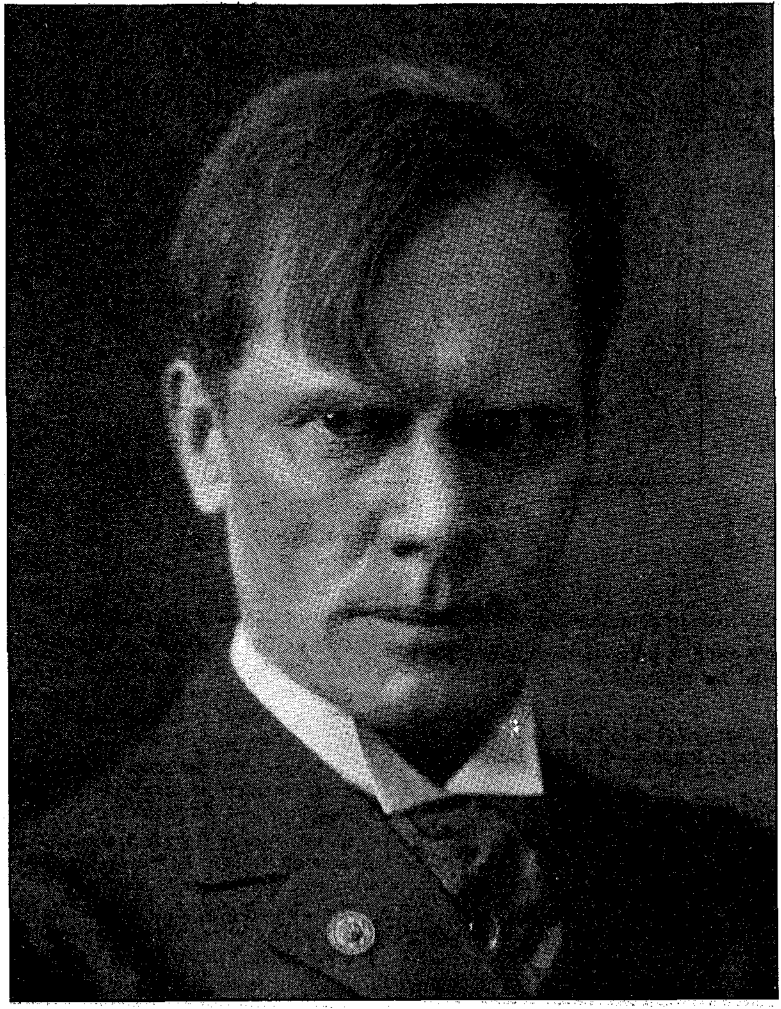
> "The corporation hereby formed is not established and shall not be maintained or conducted for pecuniary profit, or for the pecuniary profit of its members, and no member of the corporation shall be entitled to or shall receive any such profit; provided, however, that reasonable compensation may be paid to an officer or member for service actually rendered to the corporation. . . . . . .
>
> "They shall have the power to adopt some general and effective system of profit-sharing by which the employees of any corporation, a considerable amount of whose stock is held by this corporation, may receive a benefit from the profits of the business of such other corporation or an interest in its stock, and to give and dispose of such stock or portions thereof in carrying out the same on such terms as such trustees shall approve."

REMOVAL OF GOVERNOR SULZER

THAT THE CONVICTION of Governor Sulzer for high crimes and misdemeanors by the Court of Impeachment sitting at Albany is a just verdict would seem to be the prevailing opinion of the New York press. For even those who insist upon the political animus in the presentation of the charges of wrong-doing agree with the New York *Sun* (Ind.) "that this has been a criminal and not a political prosecution ever since it reached the court." That is, as the New York *World* (Dem.) succinctly phrases it, "William Sulzer was impeached by Murphy's Assembly, not for what he had done, but for what he had refused to do," while "he was convicted by the Court of Impeachment not for what he had refused to do, but for what he had done." Even such solace as Mr. Sulzer may have drawn from the division of the Court of Appeals judges on the question of his guilt and the vote of the presiding Chief Judge against his conviction vanished, in the opinion of many, when a more than three-fourths vote of the entire Court affirmed his guilt on one of the counts of the impeachment, and when, in the New York *Herald's* (Ind.) words, Chief Judge Cullen himself "lasht the impeached official" in "cold, merciless phrases" for "unmoral conduct which makes him unfit for high place in the state." On the part of all, declares the New York *Sun*, "the perception of Mr. Sulzer's turpitude and moral unfitness was clear. There is no comfort for him in the variance of opinion as to the proper interpretation of the law of limitations." There can be no substantial differences of judgment about the facts in the case, *The World* tells us:

> "Mr. Sulzer as a candidate for Governor collected in secret large sums of money which he diverted to his private use. He knowingly swore to a false statement of his campaign contributions, he nullified the Corrupt Practises Law of the State, and as Governor he used his influence and power to smother the proof of his transgressions.
>
> "Not only are the facts fully established, but when Mr. Sulzer refused to take the witness-stand to meet the charges against his personal and official honesty he confest his guilt and invited his removal from office. . . . . . .
>
> "Mr. Sulzer's moral unfitness for the office of Governor was established before the Assembly impeached him. His legal unfitness is now established by the Court of Impeachment after a full and fair trial. When the Court completes its work to-day nothing of him will remain to vex the Governorship of New York except the continuing shame and humiliation in which he has involved the State."

The vote of the Court on the two articles of impeachment declaring that Governor Sulzer made false statements regarding his campaign contributions and that he committed perjury in so doing, was: Guilty—39 to 18. Article IV, declaring "that he supprest evidence by means of threat to keep witnesses from testifying before the Legislative Committee" relative to his acts, was likewise affirmed, but by the more decisive vote of 43 to 14. The later vote for removal from office, 43 to 12, was foreshadowed in the balloting on Article IV. The other charges were not sustained. In the case of Article IV, the negative votes were due to inability to find in the evidence submitted to the Court the facts necessary to sustain this particular charge. The two articles dealing with the Sulzer campaign funds did, however, bring out a fundamental difference of opinion, which is clearly indicated by the statement by which the nine judges of the Court of Appeals (who with the Senate composed the Court of Impeachment) explained their votes. The venerable Chief Justice Cullen wrote a long opinion in which he asserted his belief that the accused committed no legal crime in using his campaign contributions as he saw fit, nor did he commit legal perjury in swearing to the truth of his statement of campaign receipts. Judge Cullen was willing to say plainly that "if these acts had been committed during his incumbency in office, I should have regarded his moral offense great enough to require his removal." But, he continues:



Photograph by Gessford.

MR. WILLIAM SULZER.

> "I am of opinion that it can not be considered as ground for impeachment, and that it would be an eminently dangerous doctrine to treat them as such.
>
> "If the doctrine contended for is correct, a man guilty of any offense in his past life of sufficient gravity to justify his removal, if committed when in office, may be removed from office without an opportunity to show that both his official conduct and his private life during his official term have been of the most exemplary character. There is no statute of limitations on impeachment. The rule here contended for amounts in reality to an ex-post-facto disqualification from office for an offense which had no such penalty when committed, without affording an opportunity for showing either repentance or atonement."

Three of the associate judges reasoned in like manner, but the position of the majority is indicated by this excerpt from Judge Cuddeback's statement:

> "I say that the violation of the Corrupt Practises Act, proved beyond dispute, under the charge in the first article of impeachment, does reach into and affect the officer after he takes his office in the discharge of his duty. The people have the right to know what influences are being brought to bear upon an officer after his election. They have the right to know who put him there, who will control him there, or who will at least exercise influence over him there, and to that end they have passed this statute."

Another judge explained that he voted "guilty" because he "extended the power of impeachment under our Constitution to acts of misconduct by officers prior to their induction into office in some way related to or connected with the office which they were about to assume and limiting its application to the time of the selection of the candidate."

But the New York *Tribune* (Rep.) regrets that in treating the offense as impeachable the Court so "greatly widened the scope of the impeaching power." As it remarks:

> "If a Governor can be removed for doing something as a candidate for office, is he not liable to removal for something he has done as a candidate for nomination, or even years earlier in his business or professional career? Is the impeachment process to be made a drag-net for moral delinquencies running away back to early youth? If this is good law, it conflicts with practical sense."

The World, on the other hand, regards "the new precedent as sound and wholesome," believing that "this country needs more impeachments, not fewer impeachments." It adds:

> "If the broader powers of impeachment are ever abused, it is for the people to deal with that offense, just as it is for the people to deal with the motives of Sulzer's accusers, which the Court of Impeachment did not and could not take into account."

And, continues *The World*, tho so far Sulzer alone has been punished, these accusers who, as has been said, impeached a Governor, "not because he was venal, but because he was not venal enough" —these accusers, we are told, will not escape.

> "It is their turn next. If New York is fit for self-government, if it is fit for liberty and justice, the wrath of an outraged people will never be quenched until the political corpse of Tammany is likewise hanging upon a gibbet of shame."

After this frank acceptance of the Sulzer conviction as an incident in a war on Tammany, it is well to consider the viewpoint of a supporter of the regular Democratic organization in New York State and City. Sulzer is deposed, declares the New York *Telegraph*; "thus has the Democratic party purged itself." And his fate shows to all men "that happiness and respect of compatriots go hand in hand with right living and high honor."

But, declares the ousted Governor, "I have a lot of fight left yet, and they'll find the fight has just begun." His friends speak of lectures and magazine articles and activity on the stump. As against this we read in the New York *Herald's* Albany correspondence that while Tammany is satisfied with having taught "a lesson for all future time to all ambitious politicians who would throw themselves against the organization walls," they still hold a club over Mr. Sulzer's head—"he will be invited to retire from public life quietly if he would avoid criminal prosecution."

TOPICS IN BRIEF

POOR little old North America is now an island.—*Chicago Inter Ocean.*

THE Provisional President of Mexico wants a Provisional Congress.—*Philadelphia Record.*

COLONEL ROOSEVELT starts on his hunting trip just in time. Uncle Sam is almost out of meat.—*Chicago News.*

ALSO, it may be inferred, the income-tax law will stop some of this infernal bragging.—*Philadelphia North American.*

A NEW YORK woman has been sent to jail for beating her husband. Another long step in the direction of sex equality.—*Cleveland Plain Dealer.*

SPADES are no longer trumps at Panama.—*Washington Post.*

NEW YORK seems to have at present an emission form of government.—*Chicago News.*

COLOMBIA denies responsibility for that earthquake that tried to destroy the Panama Canal.—*St. Louis Globe-Democrat.*

IT does seem as if all the countries of the world are "favored nations" except the poor old U. S. A.—*Boston Transcript.*

IF stocks and bonds were edible, one might be able to see that the tariff law would reduce the cost of living.—*Albany Journal.*

SOME call him "Farmer Bryan," because of his habit of making hay while the sun shines.—*Atlanta Constitution.*

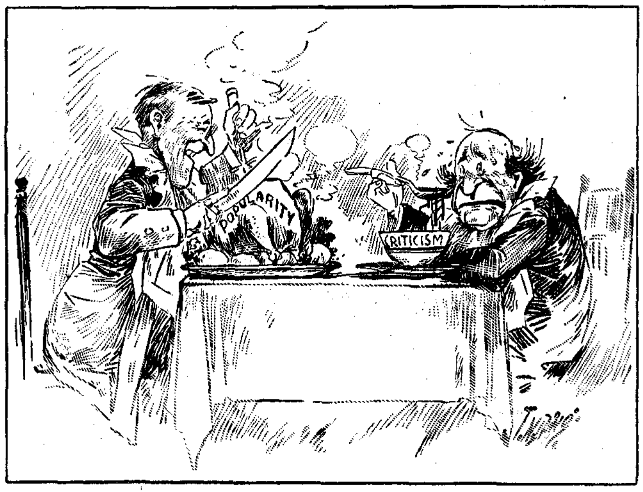
THURSDAY is suggested as Fire Prevention Day. Sunday, however, will still be preferred in the churches.—*New York Evening Sun.*

THERE is a hint for President Wilson in President Huerta's arrest of Congressmen who oppose his policy.—*Philadelphia Record.*

THE income tax is a funny thing. Every man who pays it objects and every one who doesn't wishes he did.—*Florida Times-Union.*

THE Chinese Parliament has confirmed Yuan Shi-kai's selection of himself as President of the Republic.—*Philadelphia Public Ledger.*

IT will be time enough for President Yuan to organize a progressive party in China when he has had his two terms.—*Boston Transcript.*



A TRAINING TABLE FOR 1916.

—Darling in the Des Moines *Register and Leader.*

SINCE the governments of the world invested in aeroplanes it hasn't been so hard to rise in the army.—*Atlanta Constitution.*

THE American Bankers' Association approves all of the Currency Bill except its important features.—*St. Louis Globe-Democrat.*

SUGGESTION for electric sign in front of certain New York theaters: "Entertainment for Man and Beast."—*New York Evening Mail.*

NO former President was fortunate enough to have a Secretary of State who invited, and received, most of the criticism.—*Wall Street Journal.*

HOWARD ELLIOTT is urging a "get-together" policy, but the New Haven trains seem to do this too easily as it is.—*Wall Street Journal.*

THE wooden car is being eliminated from the situation rapidly enough, but so also are those who ride in them.—*New York Telegraph.*

THE trouble about grand opera in English is that there are so few persons in New York who will be able to understand it.—*Boston Transcript.*

CARNEGIE bans war in $10,000,000 gift of 5 per cent. Steel bonds, which ought to be good, now the demand for armor-plate is reviving.—*Wall Street Journal.*

GRAND opera would not be as immune as it is to the attacks of the uplifters of stage morality if it were sung in English.—*Rochester Democrat and Chronicle.*

IT may be that Mr. Elionsky, who swam fourteen miles with his arms and legs tied, is training to dress in the upper berth of a Pullman.—*New York Press.*

IT is reported that Colonel Roosevelt is likely to encounter the cannibal Mangeromas Indians in South America. The cannibal that eats the Colonel will regret it. He agrees with very few people, even when alive.—*Kansas City Journal.*

VICE-PRESIDENT LI doubtless will have charge of the new Chinese Ananias Club.—*Boston Transcript.*

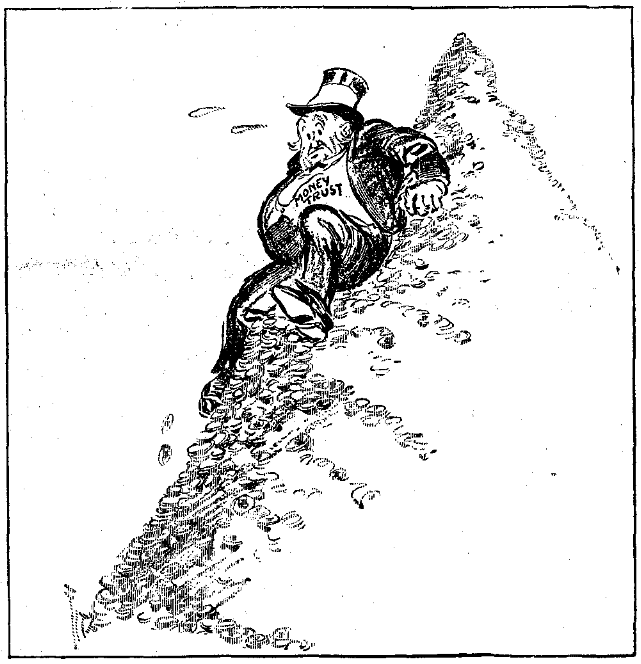
ONE way to mobilize an army on the Mexican border would be to hold a world's series in El Paso.—*New York Evening Sun.*

SENATOR CLAPP says the President got the tariff bill through by holding up 200,000 jobs—and still some Republican politicians have found fault.—*St. Paul Pioneer Press.*

IN lion hunting we fancy that whereas Colonel Roosevelt would shoot the animal, President Wilson would talk to it on the futility of resistance and ride it home.—*Chicago News.*

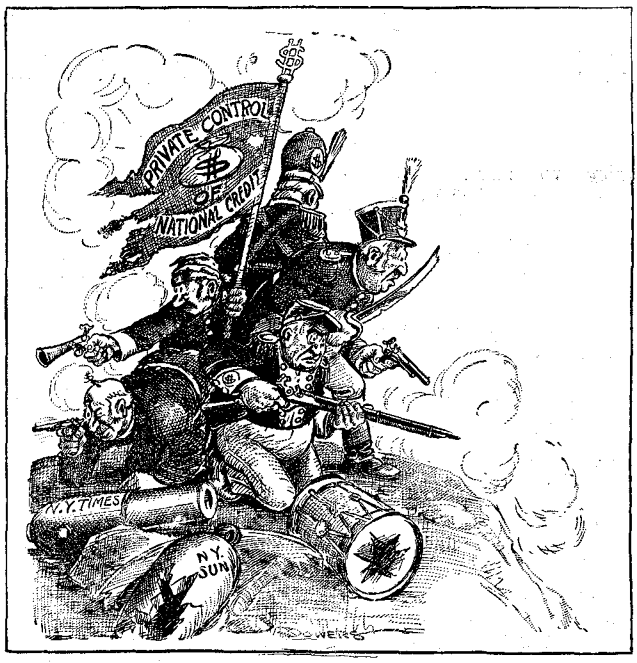
SO many jokers have been discovered in the tariff law that if it were only illustrated it might have been issued as the Congressional Record's comic supplement.—*Boston Transcript.*

THE aptness of name is no new thing, as, for instance, that of the man who invented the income tax as a method of taking the top layer from a bank-roll was Sir Robert Peel.—*New York Morning Telegraph.*



SLIPPING.

—Fitz in the St. Louis *Post-Dispatch.*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PRIVATE CONTROL OF NATIONAL CREDIT
N.Y. TIMES
N.Y. SUN

THE BANKERS AT BOSTON.

—Bowers in the Newark *News.*

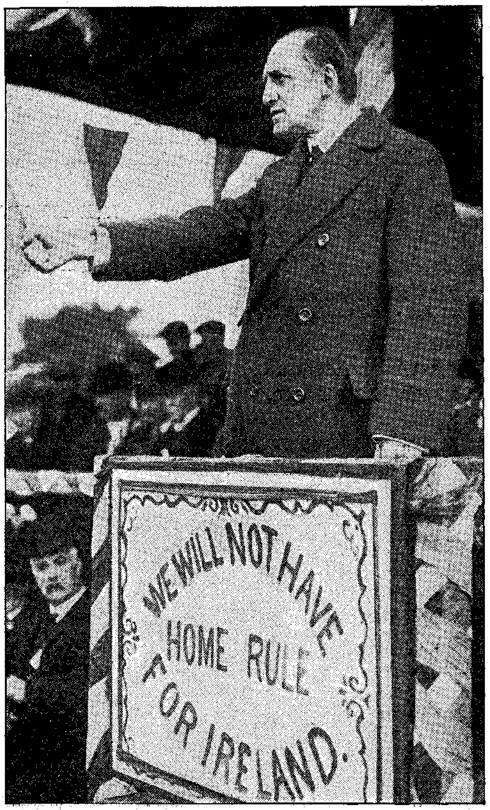
SKETCHES BY THE WAY ON THE ROAD TO CURRENCY REFORM.

FOREIGN COMMENT

ULSTER'S DEFIANCE OF HOME RULE

THINGS ARE becoming pretty hot in Ulster, and in Ireland generally, over the question of Home Rule. Lord Loreburn's proposal for a conference between Unionists and Home Rulers to reach some amicable compromise has been swept off into the waste-basket, for Mr. Redmond, in a speech at Cahirciveen, County Kerry, "giving his commands to the Cabinet as blunt as a bludgeon," declares the London *Daily Mail*, "has killed all prospects of a Home Rule conference." In his speech this persistent Irish leader declared that "Our ship is at the harbor's mouth, the glass is 'set fair,' and the orders are 'full steam ahead.'" To quote further from his remarks:

> "We know that we have won our fight. They know that they have lost it. One of them recently said—I think it was that warlike lawyer, Mr. F. E. Smith, from Liverpool—that 'their argument had failed.' It is true. Their argument has failed everywhere. It has failed throughout the length and breadth of the Empire, which is to-day unanimous in favor of Ireland's claim. They have failed in the House of Commons. There, an overwhelming British majority, far greater than those which carried every great reform of the last century, has twice passed the Home Rule Bill, and, in a few short months, will finally pass it into law.
>
> "Will the British people submit to coercion by a minority of the inhabitants of one province in Ireland and deny justice because Sir Edward Carson says justice shall not be done? With this confessedly the only remaining issue in this Irish problem, it is no wonder our opponents are exhibiting the recklessness and the hysterics of despair."


WE WILL NOT HAVE HOME RULE FOR IRELAND.

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CARSON'S ATTITUDE ON HOME RULE.

On which Mr. William O'Brien, M.P., a Nationalist who stoutly advocates the policy of mutual conciliation in Ireland, writes in the Cork *Free Press:*

> "Is this, we ask, the asininity of a blundering windbag, or is it the deliberate betrayal of a scheming hypocrite, whose service to the Irish cause has been to make his son-in-law chief turnkey of Kilmainham?"

A sentiment which finds an echo in the following editorial comment of the organ in which it appears:

> "Whether Mr. Redmond has the power to wreck the national cause for the time being remains to be seen. Whether he has or not, we have the power to make life unbearable for his place-hunters at the next election."

The only ministerial statement of any importance which has been reported in the London press is that of Mr. Winston Churchill to the effect that "a satisfactory compromise is likely to be accomplished," and that "the question of Home Rule will be decided by the nation at the impending General Elections." Meantime Sir Edward Carson seems to be making preparations for a second Battle of the Boyne for what he styles "the liberation of Ulster." In Belfast, on September 28, there paraded before him "15,000 well-drilled men," says the Belfast correspondent of *The Daily Mail*, "who are rapidly making themselves efficient in military pursuits for the purpose of resisting Home Rule by armed force. And Belfast, in its scores of thousands, knowing what was in the minds of these men, cheered them as the heroes of a nation are cheered."

But the London *Daily News* (Liberal) has no sympathy whatever with the Belfast Unionist projects. It applauds Mr. Redmond's last utterance to the echo and speaks of Sir Edward's cry of "no compromise and no conference" as follows:

> "If Sir Edward Carson will not have a conference of this kind

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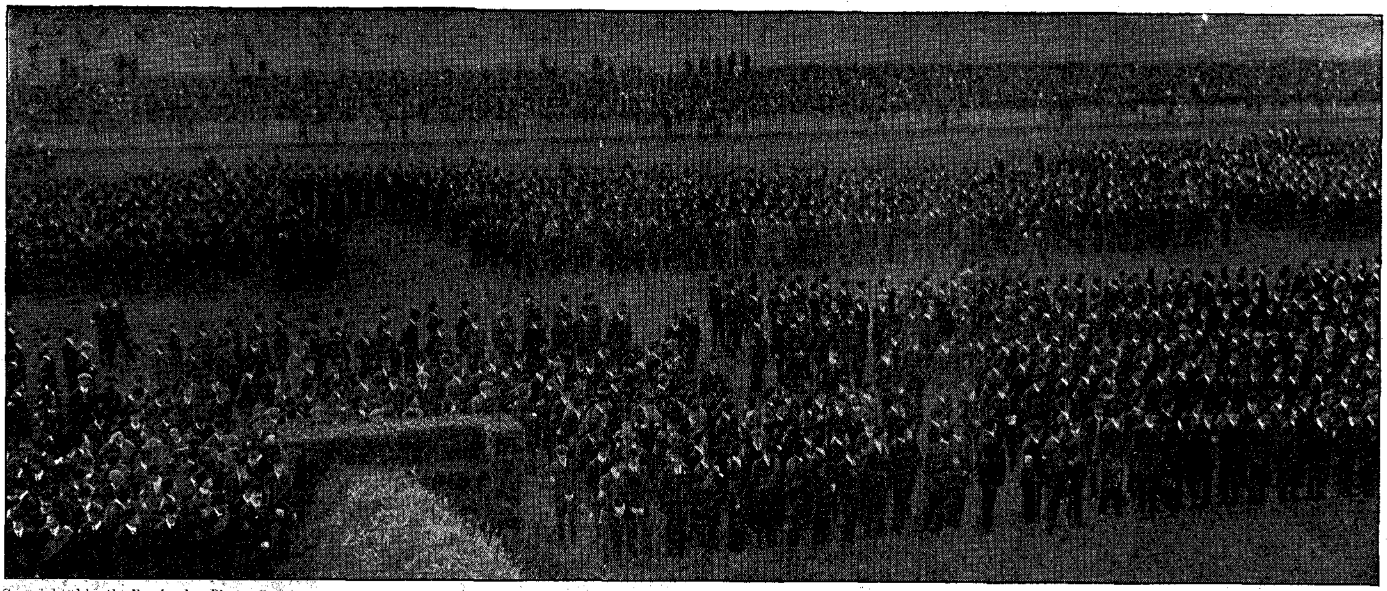
READY FOR THE WORST: THE BALLYCLARE LADIES' AMBULANCE CORPS.



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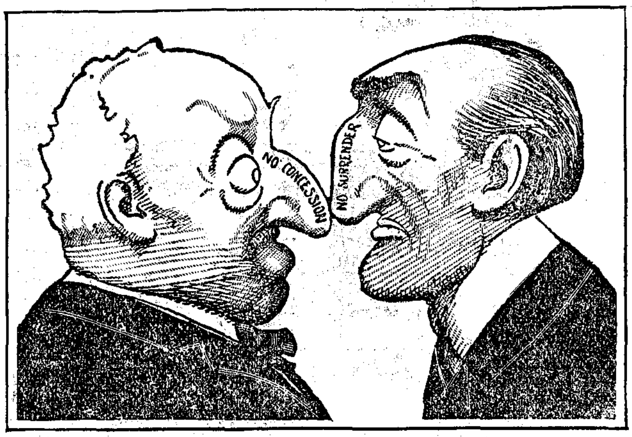
THE ULSTER ARMY, WHICH THREATENS ANOTHER CIVIL WAR IN IRELAND: UNIONIST LEADERS

it is simply because he wants his own decrees registered and will be content with nothing else. How much reality there lies behind his bluster time will make plain; but the absurdity of his position cries aloud. He professes to fear that in North East Ulster, where the Protestants are in a majority, they will be harried, opprest, deprived of their liberties; and he is making arrangements to sever the destiny of this area from the rest of Ireland. But if the Protestants ought to fear Home Rule where they are in a majority, they should be doubly panic-stricken where they are *in a minority*. There should be wailing from the South, and the Orangemen of the North should be even more concerned for their brethren in the South than for themselves. What we see is precisely the reverse. The Protestants of the South are perfectly calm; the Orangemen in the North are cutting themselves and their support off entirely from the Protestants of the South. The very acts of Sir Edward Carson and his colleagues reveal their own complete lack of faith in the very perils of persecution which they make the pretext of their threats of civil war."



THE TWO GREAT "NOES"—THE OBSTACLES IN THE WAY.

BOTH—"It's all very well to say 'kiss,' but how can we?"

—*Evening News* (London).

The London *Standard* speaks with grave impartiality of the present crisis and condemns all those, whether Home Rulers like Redmond, or Unionists like Carson, with his army of Ulstermen marshaled under the command of that sturdy veteran of the Afghan and Egyptian Wars, Sir George Richardson, who oppose a conference. To quote this paper:

"It is of little profit to exclaim weakly against the wickedness of Ulster and the unreason of the whole business. To such futile protests Sir Edward Carson and his followers have their own answer. The important thing is to recognize that the facts, however unwelcome, are facts; that this passionate resolve of a whole people never to submit to what they regard as an unjustifiable invasion of inalienable rights is bound, if unheeded, to lead to trouble of the gravest kind. It is beside the question to discuss whether Sir George Richardson's volunteers will be able to face Regular troops, whether the Regular troops will consent to face them, or whether British officers will strike against orders to suppress an Ulster rebellion. Nobody knows. But everybody does know that persistence in a policy of drift can only mean disaster for Ireland and Great Britain too, and possibly for the Empire itself. Public opinion will not hold guiltless any party which opposes unnecessary obstacles to a settlement."

THE GERMAN MENACE TO RUSSIA

THE GERMAN military maneuvers have aroused the attention of Europe to the splendid equipment and administration of the Army, not only in its fighting spirit, but in its commissariat and its medical service. We read in the foreign papers that the English maneuvers have fallen short in the last two particulars, that men left the ranks faint and overspent for want of food and drink. The efficiency of Germany in managing a large mass of men marshaled in fighting order is calling out the admiration of Europe. It is even spreading alarm. The Russian press regard with considerable uneasiness what the *Novoye Vremya* styles "a new eruption of German militarism." This newspaper, commenting upon Germany's increase of armament, says:

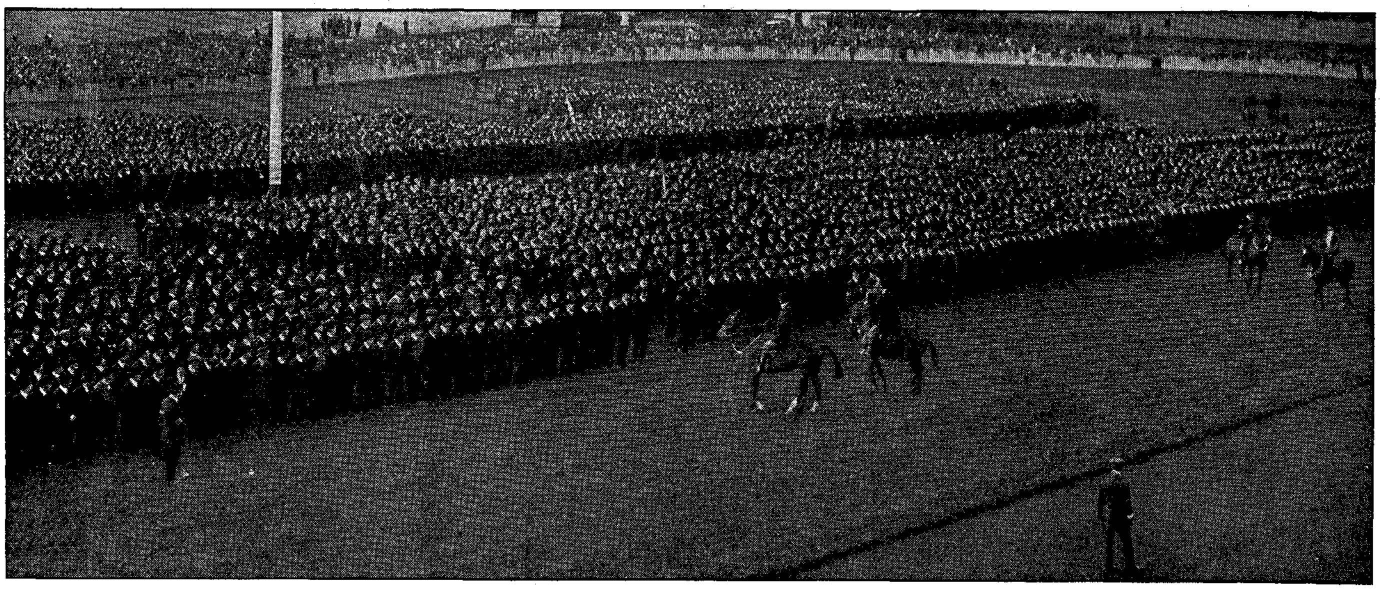
"The grave period which Europe is living through has already borne fruit. Germany has announced the coming new increase of her military forces. And the increase, it appears, will be enormous. Of course, the new project has caused alarm almost all over Europe: one such law is sufficient to change considerably the existing balance in Europe."

Stating that, according to the new project, the German Army will number 865,000 before 1918, possibly in 1914, it goes on:

"There is no need to insist that this fact will have an immense political significance. Why, the German Army . . . will, in time of peace, exceed the French Army to the extent of one-third. Militarism is a terrible thing. Germany forces Europe to make new, unheard-of additions to their armies. May she not have to regret it!"

But while condemning Germany, the *Novoye Vremya* urges France to increase her Army, and indorses the law for three-year military service. To quote again:

"The Franco-Russian Alliance pursues a defensive policy. From this point of view the allied armies must coordinate their work in time of peace, so that when the hour of trial arrives the mutual defense should prove effective. Under the present

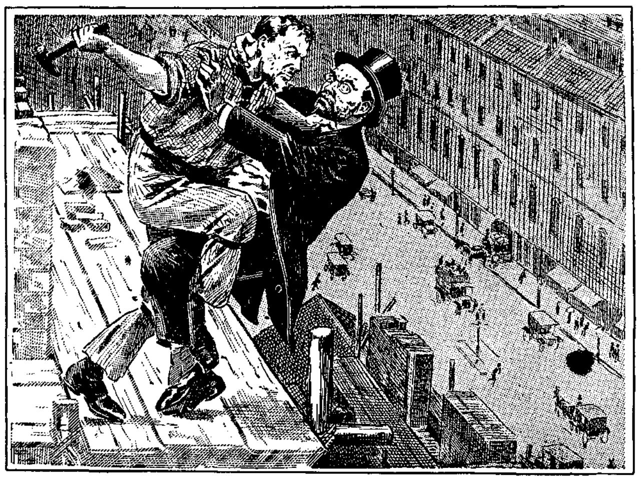


REVIEWING A FORCE OF 15,000 MEN AT BELFAST ON SEPTEMBER 28, PLEDGED TO RESIST HOME RULE.

conditions the French Army, with all its high qualities, is hardly equal to the task which may fall to its share.

"The Russian Army, owing to the enormous distances of our country, is mobilized very slowly. Therefore in case of a sudden attack the first weeks of the war will be spent in concentrating the reserves and transporting them to their respective quarters. . . . The Central-European armies—our probable adversaries—will take advantage of this period of our enforced inactivity, rush their forces against our ally, crush his advance posts, occupy as much territory as possible, and thus prevent the French mobilization. . . . . . .

"For political, social, and psychological reasons neither Russia nor France will, under any circumstances whatever, it seems, be the first to start war. The war, if it ever comes to a war, will be started by the Central European States, which have not lost their fighting instincts. It will begin suddenly, without warning, for only taking the Dual Alliance unawares can they expect to overpower it. France will have to withstand the first assault with her Army on a peace footing. And wo to her if she shall not hold out! To increase her Army in time of peace is a problem of gravest importance. France can count on the powerful assistance of Russia, but it rests with herself to have that assistance come in time. What consolation will she find in Russian victories if, owing to her improvidence, she lets the enemy penetrate into the heart of the country, if her cities and villages are burned, fields, vineyards, and forests destroyed, the population disarmed? On the other hand, what use shall we have from the alliance with France if our ally shall not be able to check our common adversaries long enough for the complete mobilization and concentration of our forces?



CAPITAL AND LABOR.

A Duel to the Death (of both).

—*Pall Mall Gazette* (London).

"Having come out victorious in a struggle with a score of tongues a hundred years ago, we shall be able to overpower, without outside help, two nations if they venture to go in the path of the great Napoleon. But our alliance with France has another import. If she will do her plain duty in time of peace, war will become impossible, for the very simple reason that the Central European Governments will not decide upon an attack which does not promise any successes even in case of its suddenness.

"The introduction of a three-year military service in France will increase the numbers and strengthen the fighting qualities of the first line of defense upon the reliability of which the safety of France and the speedy and successful outcome of a possible war will depend."—*Translation made for* THE LITERARY DIGEST.

DO STRIKES PAY?

THE STRIKE of the "dockers" in Dublin which not only paralyzed industry in the Irish capital, but brought hundreds of families to the brink of starvation, was the occasion of a remarkable demonstration of practical sympathy on the part of English workers. The steamer *Hare* was chartered at Manchester, loaded with food and dispatched to Ireland to supply the needs of the hungry dependents of those who had left off work at the dictation of the labor leader, Mr. James Larkin. His name, by the way, has given rise to the use of a new word, "Larkinism," and his sole weapon against capital, declares the London *Tablet*, consists in "wild and revolutionary appeals" to the populace. The incident of the *Hare's* dispatch and arrival are thus picturesquely related in *Justice* (London), which professes to be the organ of Social Democracy:

"The most striking event of the week to the world of labor has been the departure of the ship *Hare* from Manchester last Friday. She left with a cargo of food to the value of £5,000 obtained by the parliamentary committee of the Trade-Union Congress from the Cooperative Wholesale Society at Manchester. For three days before the dockers, who had been on strike, had been working as hard as they could to load the vessel at the Pomona docks with the 60,000 food parcels for the locked-out men at Dublin and their wives and families.

"The *Hare* arrived at the South Quay, Dublin, a little before two o'clock on the Saturday afternoon. She had been delayed by the fog in the voyage down the Manchester ship canal and across St. George's Channel. But when she did arrive what a sight it was! The ship was gaily decorated with flags and streamers; she was welcomed by the blowing of sirens and the ringing of bells; the quayside was black with thousands of men, women, and children who had gathered to watch her coming, and who sang and cheered and cheered and sang until their throats must have been hoarse. From Messrs. Haworth & Company's mill on the canal bank a group of men were waving hands, and one of them pulled out a red handkerchief, at which more cheering went up. It need scarcely be said that that red handkerchief was taken as symbolical of the red flag."

The terrible suffering and riots which have made the recent Dublin strikes so black a chapter in British industrial history have elicited from several specialists their opinion on the expediency or profit of such defiances on the part of labor of strongly entrenched capital. Their arguments apply to labor wars everywhere, here as well as in England. Mr. W. J. Davis, president of the recent Trade-Union Congress, says in the London *Morning Post* that the employers, not the workers, are to blame for strikes, and as *The Post* is the organ of wealth and aristocracy, his message goes to the ones he aims to reach. As he puts it:

"Trade-unionism took its rise more from the employer than the labor leader. It came from the unjust employers, who, not satisfied with unfair conditions, placed indignity after indignity on the worker until one of their number had the pluck to rebel, and who, by the timid murmurings of the opprest, was secretly proclaimed a leader. By common consent of the employers, and as they or their friends made and administered the laws, he was persecuted. The persecution, however, instead of annihilating the leader, produced leaders. . . . . . .

"The 'down-tools' action may be a mistake, and if it is, employers are as much responsible for its adoption as the officials of trade societies.

"Instead of keeping to a bargain, they often by divers means set off men for no other reason than to set on cheaper labor. Many of them are unfriendly to any form of industrial combination and openly and tacitly approve a manager, and especially a working foreman, who coerce men out of their various unions. This is why the 'down-tools' policy is so rife with men who are either not members of a trade-union, or who have been members for only a few weeks. This policy is in many instances a great mistake, as strikes do both harm to commerce and cause much ill-feeling between not only employers and workmen, but between workmen and workmen."

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TAKING HOME HER SHARE FROM THE RELIEF SHIP.

"Strikes do not pay," says Mr. Philip Snowden, an earnest advocate of labor's rights, a brilliant journalist and lecturer, whose voice is frequently heard in the House of Commons pleading the cause of the proletariat. To quote from his article in the same paper:

"They do not pay the workmen; they do not pay the community; the employers are the only party who can be said in any way to gain by them. They have powers in their hands by which they can speedily more than recoup themselves for any temporary loss a strike may inflict upon them.

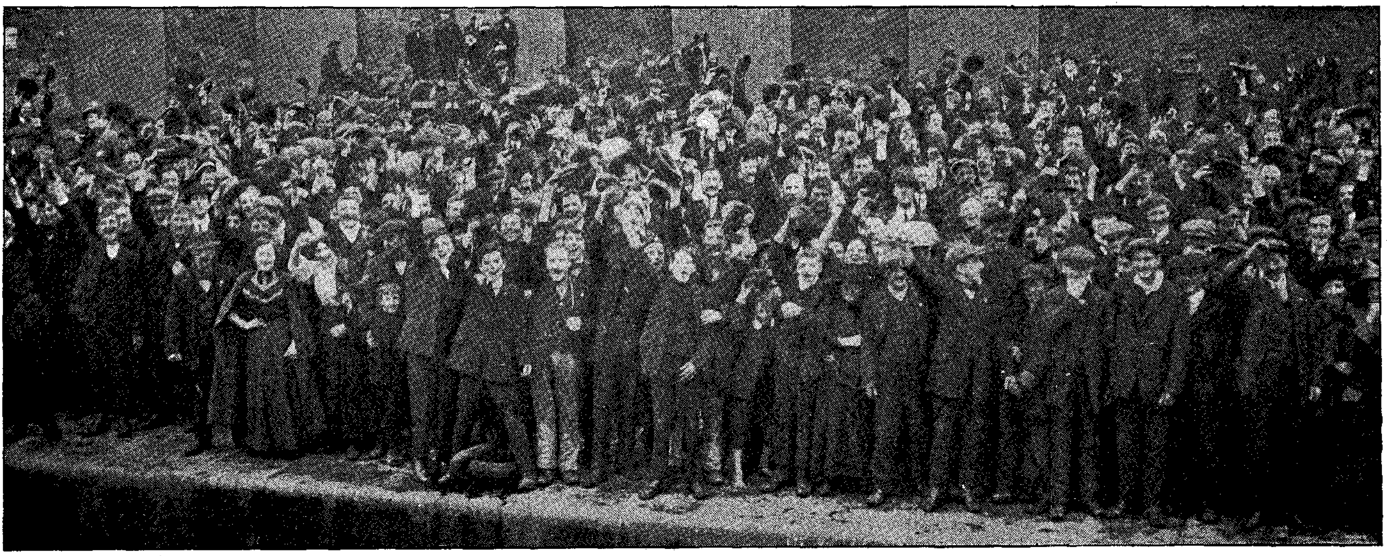
"The irresponsible section of the trade-unions to-day exercise an influence altogether beyond their numbers. They are mainly responsible for the strikes which have taken place in the last two years. . . . . .

"The first lesson to learn is that the strike is not a means by which any substantial and permanent improvement in the lot of labor can be secured. The second matter arising out of modern economic developments is that the public are now a third party to every big strike, and their interests are quite as important as those of the other two parties. The trade-unions will have to accept this fact. After all, the community is bigger than organized labor, and it is a mistake for trade-unionists to suppose that the methods for dealing with labor disputes and the regulation of wages will be just what they desire them to be."

Writing of "the sympathetic strike" as prompted by "a sense of brotherhood among workingmen," "an unselfish readiness to run risks . . . for men in another trade," Prof. W. J. Ashley, Dean of the Faculty of Commerce, Birmingham University, acknowledges that these are "sentiments in themselves fine and noble," but, he continues in his article in the London *Daily News:*

"It would be too much to expect the employers affected to see it in this light; but it is important that the public should realize this aspect of the matter. Moral condemnation of sympathetic strikers is worse than wasted; it does but strengthen them in their principles; and the abused idealist is apt to become a fanatic.

"In the first place, the sympathetic strike is usually unsuccessful. And this for several reasons. Unless the grievance of the original strikers can be presented vividly and effectively to the public, a sympathetic strike is pretty certain to be unpopular. Moreover, a sympathetic strike is exceedingly difficult to make effective on a large scale. The less enthusiastic of the members of the union, and especially the middle-aged men with families, will be slow to come out and quick to go back. And under modern conditions there are often so many alternative commodities and ways of getting things done, so little inconvenience occasioned by the temporary lessening of some particular service, that it is nothing like so easy to alarm the public as the inexperienced suppose. And, in the second place, the sympathetic strike is, broadly speaking, incompatible with collective bargaining—the policy by which trade-unions have gained most in the past, and are likely to gain most in the future."



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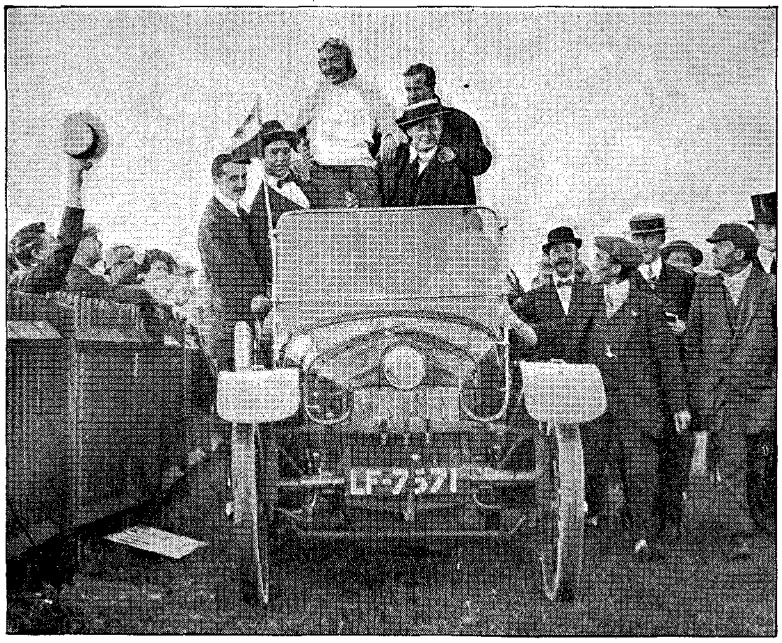
STARVING DUBLIN STRIKERS ON THE QUAY CHEERING THE ARRIVAL OF THE £5,000 RELIEF SHIP.

SCIENCE AND INVENTION

FLYING UPSIDE DOWN

FLYING UPSIDE DOWN, "looping the loop" in the air, rolling over sidewise from the upside down to the upright position, as done by the French aviator, Adolphe Pégoud, are not "stunts," according to the French and English newspaper men who have seen Pégoud in action and talked with him in his leisure moments. His real purpose, says a New York *Times* editorial, based on statements appearing in the British press, "is to give practical demonstration that even when an aeroplane capsizes, control of it can be regained and death escaped if its operator retains his self-possession and knows exactly what to do." Or, in other words, explains *The Times*, "Pégoud intentionally puts his machine in the positions that result from all possible accidents not structural, and shows that none of them is necessarily the beginning of a fatality." This aviator, who may have evolutionized the art of flying, writes an account of his exploits in a London daily, from which the weekly London *Sphere* quotes the following paragraphs:



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CARRYING PÉGOUD OFF THE FIELD IN TRIUMPH.

After his amazing aerial turns and twists.

"The air is a new ground for us human beings to work on, and what I have done I have done for my colleagues, the airmen of all countries, for the good of aviators and of aviation generally. I will tell you how it all happened. I was very nearly upside down one day and found that I could fly in that position without discomfort. I found, too, that by working gently I was able to right my flying-machine, and when I grounded I told M. Blériot what I was anxious to try to do. I explained to him that I felt sure it was possible for a man who would keep cool to turn right over in the air and fly in that position. I pointed out that we were often very nearly capsized by air currents, and that the knowledge that there was no real danger if we kept our heads would be of infinite use to my fellow airmen.

"A few days afterward he said I might try. Well, you know what I did. I flew up, turned over, flew upside down, turned over again to the usual position, and came down to earth perfectly safely. It was not any more dangerous than ordinary flying, except, of course, that it was the first time that it had been done, and I can honestly say that I never felt frightened for a moment.

"The sensation is rather a wonderful one. I strap myself to my seat with strong braces which leave me perfect freedom of movement and give me a sense of safety. At first, as the head of the aeroplane turns up and up, it is something like climbing a steep wall on wheels. There is no jar and no jerk. The aeroplane turns up obedient to the driver's hand and turns gently sideways."

According to an interview appearing in the London *Express*, Pégoud believes that

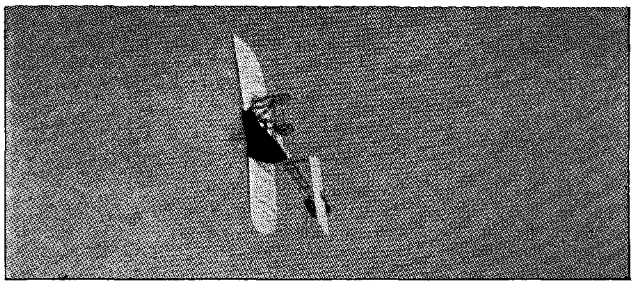
"Any airman flying in a similar machine, if he would only remain perfectly calm and trust in the machine, could do the same as I do. For myself, I feel as safe as a sailor would feel in a life-boat on the sea. I am in an air life-boat, which can not sink, and, even if it is overturned, could be easily righted again."

That is, comments the Parisian weekly, *L'Illustration*, now that Pégoud has actually tried practically all the positions that a falling aviator can find himself in, he feels certain that coolness, nerve, and experience can extract the airman from almost any predicament. The French writer would add, however, that one's machine must be strong and perfectly balanced and that the flier should always be strapped to his seat. Pégoud, of course, is held in his seat by straps and braces, and as *The Illustrated London News* tells us, "before he tried the feat in the air, his aeroplane was slung upside down upon trestles, he was strapped in head downward, and so practised working the controls." The editor of *Flight* (London), possest, perhaps, of greater technical knowledge of the problems involved, enlarges upon Pégoud's remarkable skill:

"Pégoud is marvelous because he understands precisely what his machine is going to do, and knows precisely how long he desires it to keep on doing the same thing. In a word, Pégoud is the perfect human automaton. Instead of controlling the machine, Pégoud lets the machine control itself. . . . He has the intelligence to eliminate himself at the moment that the machine enters upon its appointed task. He flies it with the utmost skill to the desired altitude, he turns it head downward toward the earth, he drops like a stone until he has acquired the momentum necessary to effect his purpose, and then he calmly and deliberately pushes forward his elevator lever and sits still while the machine flattens out on its back. . . . Pégoud is always on the outside of the circle. Even when he loops the loop . . . he himself is on the outside of the machine."

The fact that these experiments are carried out not on a "freak" machine, but on an old monoplane carefully strengthened, is what makes them so valuable, according to a leading editorial in the London *Evening Standard*. We read:

"Much as we may deprecate perhaps some of the more ostentatious parts of the performance, enough remains to give fresh nerve and heart to other aviators who find themselves in difficulties. It will be no particular consolation to an aviator whose engine ceases working when he is 5,000 feet up in the air to know that the loop has been looped, but to a man who finds a gusty wind playing tricks with his sails the remembrance that M. Pégoud can without danger 'rear his machine up like a restive horse and make it appear to sit on its tail in the air' will stimulate him to hope and try. The best and ablest of our aviators sometimes find themselves in a dangerous crisis. Even M.



PÉGOUD TURNING OVER.

Garros, who disdains the escort of a destroyer on his journey over the Mediterranean, has been terrified by hearing 'a fearful crackling sound' when soaring above the clouds. By his demonstrations of what a normal aeroplane is capable of doing M. Pégoud may be considered to have conferred a lasting benefit on all his confrères, from the veriest tyro to the hero of a hundred flights."

Pégoud's performances "bring forcibly before the mind" of this London editor "the rapidity with which events are moving in the latest science, the science of aviation." It was "only four years ago—tho it seems more like forty or four hundred—" that "Blériot sent a thrill through all England by flying across the Channel."

"Only four years ago! and here is M. Blériot again, urging his pupil to carry out all sorts of gymnastics in the air above the Brooklands aerodrome, urging him not from any desire to tickle the multitude with risky feats, but from a desire to show what immense strides the science of aviation has made in four years, when a thoroughly capable man is at the helm. To a superficial observer it may seem doubtful whether the science has really made such strides. He will complain that he can hardly open his paper without reading of some fatality in the air. But he forgets the great size to which the army of aviators has now grown. We hear much of the accidents to the careless or imprudent or to those who suffer from some specially unlucky concatenation of circumstances. We hear nothing at all of the vast number of ascents made in perfect safety. In one French school alone 400,000 miles were flown last year or the year before without a single accident."

These epoch-making flights of Pégoud have been made in France and England, and have been fully described in the press of those countries. The accompanying diagrams show clearly just what the aviator has accomplished. And a quotation from the *Pall Mall Gazette* (London) gives the spectator's point of view. To start in the middle of the reporter's account of a day at Brooklands:

"Then Pégoud went up again, and this time he justified all *that has been written about his upside-down flying. For* at least 700 yards he was in that position, the machine not in the least banked, and descending on a very gentle gradient.

"What, then, becomes of all the finely calculated plane curves, variations of tenth parts of an inch, prized by their designers as if upon them depended the secret of flight?

"Can anything fly? Does not the air, in order to provide the lifting support to the plane, require a concavity in which to cushion itself. In Pégoud's trick it had only a convexity! . . . . . .

"And, in the jargon of the aerodrome, where was the center of air-pressure? Somewhere about the second button of Pégoud's flying-suit—obviously!

"Pégoud's 'looping the loop,' on Tuesday, is really a backward somersault. It is performed in an almost leisurely fashion, and in a somewhat less diameter than the machine's own length; the machine is steadily falling all the time. Certainly not a 'loop,' but quite as wonderful as any 'loop' would be.

"The vertical falls to gain momentum are terrifying to see.

"Amazing are Pégoud's descent by a series of swings. Over and over again he swung to and fro in a short semicircle, at one end propeller vertically upward; at the other the tail up and the nose straight down. So he came down from aloft swinging to and fro like a parrot on an invisible perch. . . . . . .

"'Should all aviators try the experiment?' I asked Pégoud.

"'There is no reason why all efficient aviators should not. It is not an indispensable part of training, of course; but doing it must increase an aviator's confidence. Others can do it if they make quite certain that their machine will stand the strain, and if they prepare carefully and act with caution.'"

MENTAL ELECTRICITY

CURRENTS OF ELECTRICITY are apparently set up in the body by sensations and mental operations. That these currents, which always flow from the right hand to the left, are not directly due to brain or nerve action, but to the mechanical contraction of the hand, is shown by recent experiment. The fact that the right hand should contract, while the left remains unaffected, apparently supports the view of those who contend that right-handedness is related in some way to our organic structure and is not simply the result of habit. We translate from an account in *Cosmos* (Paris, September 4) as follows:

"It was noted as early as 1888 that mental work and the emotions both produce electrical variations in the human body. Messrs. Philippson and Meuzerath have applied to the study of these psychoelectric phenomena the most precise methods of physiology and have employed, to measure and record the feeble differences of potential in question, the cord-galvanometer of Einthoven. . . . . . .

"The subject, isolated in a dark room, holds in each hand one of the electrodes of the galvanometer, which is in an adjoining room.

"At a given moment a bright light is thrown on his eyes for two seconds; two seconds later the deviation of the galvanometric curve indicates that the right hand, after the luminous excitation, has become positive with respect to the left. . . . An instant afterward, a new excitation—auditive this time (the noise of a detonation)—occasions a new difference of electric potential between the two hands, larger than the first. Another experiment is this: A simple mental calculation (9 times 4) produces no appreciable electric reaction; another more complex calculation (3.5 x 2.5) occasions quite a considerable difference of potential between the subject's hands. There is the same intense electric variation between the hands of the subject one or two seconds after he has been reminded of an act of injustice of which he has been the victim and of which he had not thought in a long time. *In all these experiments, it is the right hand that* is always positively electrified, even when the subject is left-handed.

"Messrs. Philippson and Meuzerath have investigated the physical cause of these differences of potential accompanying the subject's psychic and emotive activity. They show that in their experiments the electric energy is engendered by the right hand of the subject. His mental activity causes a slight contraction of the right hand and the stretching of the skin on its back makes it electrically positive with regard to the other hand.

"This preponderant action of the mental activity on the

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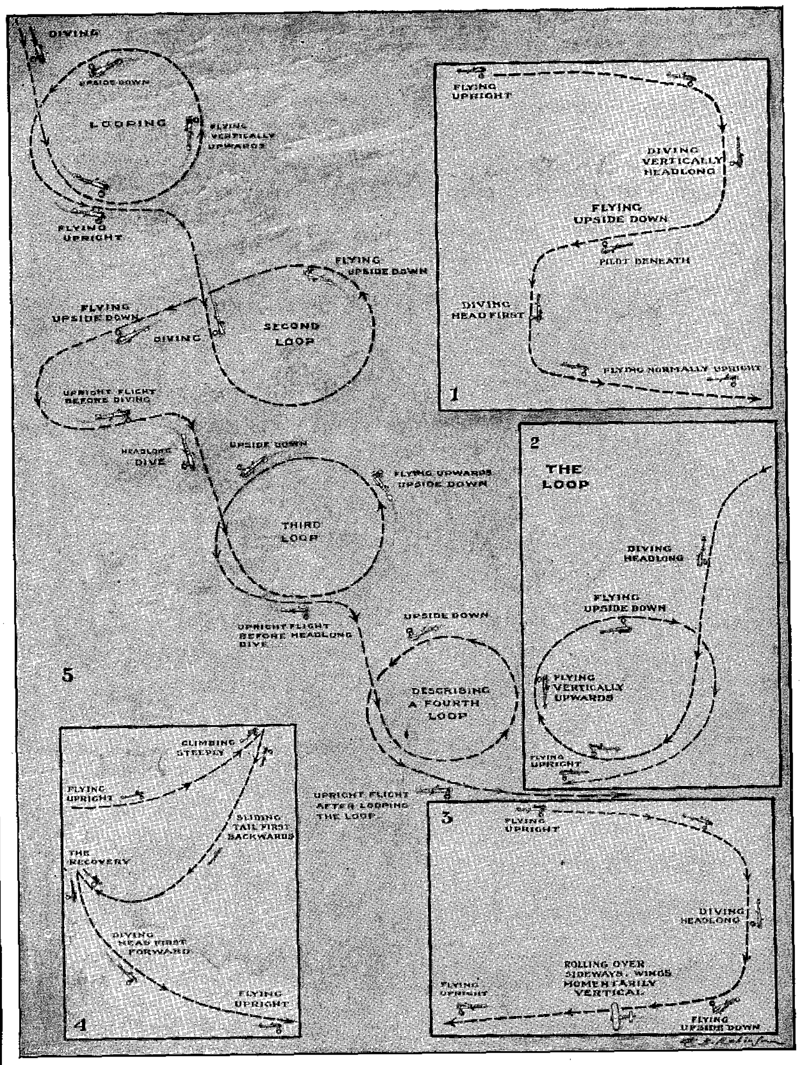
THE CROWD BELOW.

They are much more nervous than he is.

state of contraction of the right hand is of the highest interest from the standpoint of brain physiology."—*Translation made for* The Literary Digest.


DIVING
UPSIDE DOWN
LOOPING
FLYING VERTICALLY UPWARDS
FLYING UPRIGHT
FLYING UPSIDE DOWN
FLYING UPSIDE DOWN
DIVING
SECOND LOOP
UPRIGHT FLIGHT BEFORE DIVING
HEADLONG DIVE
UPSIDE DOWN
FLYING UPWARDS UPSIDE DOWN
THIRD LOOP
UPRIGHT FLIGHT BEFORE HEADLONG DIVE
UPSIDE DOWN
DESCRIBING A FOURTH LOOP
5
UPRIGHT FLIGHT AFTER LOOPING THE LOOP
FLYING UPRIGHT
DIVING VERTICALLY HEADLONG
FLYING UPSIDE DOWN
PILOT BENEATH
DIVING HEAD FIRST
FLYING NORMALLY UPRIGHT
1
2
THE LOOP
DIVING HEADLONG
FLYING UPSIDE DOWN
FLYING VERTICALLY UPWARDS
FLYING UPRIGHT
CLIMBING STEEPLY
FLYING UPRIGHT
SLIDING TAIL FIRST BACKWARDS
THE RECOVERY
DIVING HEAD FIRST FORWARD
FLYING UPRIGHT
4
3
FLYING UPRIGHT
DIVING HEADLONG
ROLLING OVER SIDEWAYS, WINGS MOMENTARILY VERTICAL
FLYING UPRIGHT
FLYING UPSIDE DOWN

PÉGOUD'S PATHS.

"I FEEL AS SAFE AS A SAILOR WOULD FEEL IN A LIFE-BOAT ON THE SEA."

1. VERTICAL GLIDE FOLLOWED BY A "FLATTENING-OUT" UPSIDE DOWN. 2. LOOPING THE LOOP. 3. FLYING UPSIDE DOWN AND ROLLING OVER SIDEWAYS. 4. A TAIL SLIDE, RECOVERY, AND DIVE. 5. LOOPING THE LOOP FOUR TIMES IN SUCCESSION.

To quote from *Flight* (London), which prints this diagram: "To avoid confusion let us explain that . . . these diagrams (Nos. 1-4) are drawn in elevation. That is to say, they show the path of flight as it appears from the side of the machine. If this page . . . is held upright, then the diagram represents, as near as we can make it do so, what Pégoud may be expected to do against the background of the sky."

INEFFECTIVE INVENTIONS

THE COMIC PAGE of a well-known daily recently included a section of "useless inventions," in which humorous contributors competed for a prize to be awarded for the most senseless device. If we are to believe Dr. Robert Grimshaw, who writes in *Popular Electricity and the World's Advance* (Chicago, October) "On Heaven-born and Other Inventors," quite a number of the devices that we meet in daily use seem to have been intended for this page. The great trouble with some inventors, he says, is that they "attempt to evolve from the depths of their moral consciousness, as the German evolved the camel, something entirely foreign to their training and surroundings—and, may I add, mental capacity." He goes on:

> "We laugh at the 'bull' in which the traditional Irishman, on learning that a certain stove would save half the fuel, announced his intention of buying two to save it all. But he is not more ridiculous than the inventor who, on learning of compound steam-engines, proposed a series of turbines on the same plan, and announced that with his system he would produce 150 horse-power from the exhaust tail-race of a 100 horse-power turbine.
>
> "Then there is the inventor who proposed to prevent railway collisions by having in front of all east-bound trains an incline up which any opposing train would run, after which it would expend its speed along a track lying the full length of the train roof.
>
> "I will start at home and mention a few familiar objects invented, designed, and made without due consideration of the fact that they were to be used and which are used.
>
> "I have an extra large wash-pitcher of blue enameled, sheet steel, which I bought, not because it was dearer than a china one, but because it was likely to prove cheaper in the end than three or four of the latter. Now the handle is of such shape and so placed that it strains one's wrist to use the pitcher when the latter is full. The accompanying basin of the same material is an unconscious discovery of the theoretically correct curve for turbine blades—for water poured in at the center at maximum velocity emerges all around the rim at minimum rate. A gallon enameled sheet-iron pot has its handle of circular cross-section and outline fixt as near as possible to the upper rim, so that when the pot is full of boiling water one is sure of being scalded when lifting it with one hand without a 'holder.'
>
> "My china teapot is a 'thing of beauty,' even if it will not be 'a joy forever'; but the tea, instead of pouring from the spout, climbs down the under side thereof, and dribbles around generally. An expensive, cut-glass sirup jug, with a silver lid supposed to cut off the golden stream, fails in this mission, and is always sticky outside; but I have one that cost only a 'quarter' that shuts off the current as cleanly as scissors sever a piece of tape.
>
> "The draftsman's compasses with which I literally tried my 'prentice hand were so constructed that either of the triangular points made an admirable reaming awl, and both together could serve as a wash-cutter. Those which I have now, which cost three times as much and are by celebrated makers, are so slippery and so slender that the average hand can not manage them."

Then there are the ingenious inventors who have devoted time and thought to getting up an apparatus that would extinguish petroleum lamps after a certain number of hours' burning—a very desirable thing in small towns to save the expense of a man to put them out. The problem was finally solved by finding out how much petroleum would run a lamp an hour, and making a few tin measures in accordance. When the oil was 'out,' the lamps just ceased to burn of their own accord. This, says Dr. Grimshaw, was one case where the inventor had a practical knowledge of the line in which he invented and a practical personal interest in the success of his invention. He goes on:

> "The architects plan houses with insufficient space for bedsteads and tables, doors that open the wrong way, and closets that necessitate twice as many steps to reach them as should be necessary. The tool-makers turn out axes that stick in the tree and hammers that are badly balanced, the machine-builder makes machines that have to be taken apart in order to get out the piece that needs replacing or adjusting most frequently, or in which the 'breaking piece' is the most expensive part.
>
> "I have just returned from a trip in which I stopt at a new and quite expensive hotel. My room had a stationary wash-stand with hot and cold water and marble top the same height from the floor as that of the usual wash-stand (perhaps a trifle lower), but the basin was sunken, so that, altho reasonably supple, washing my face properly would require some previous experience as contortionist in a circus.
>
> "And so it is all along the line—things are invented and things are made by people who never use them, or who never either test them or have them tested before putting them on the market."

NERVES IN WAR

TOO MUCH EXCITABILITY spoils a soldier. An army of men with something "on their nerves" may be dispersed without firing a shot or inflicting a wound, if only those nerves be stimulated in just the right way. Dr. H. Nimier, the Surgeon Inspector-General of the French Army, advocates, in the course of an article contributed to the *Revue Scientifique* (Paris, September 6), that the soldier be systematically accustomed to certain sights and sounds that affect the nerves on the battle-field. A man will not be apt to shrink from the whine of a shell far above his head if he has heard it often before. It may not be necessary to subject one's troops to actual rifle-fire in practise maneuvers, as a Russian general is said to have done; but some steps may surely be taken toward the abatement of "nerves" in battle. Says General Nimier:

"In our epoch, when too many nervous systems, shattered by all sorts of poisons, react more and more suddenly, losing all control, it is natural that the psychic effects of arms and projectiles should acquire importance of the first order. Accordingly, depending on the point of view, it is our business to combat these effects or to foster them.

"It is through sight, and still more through hearing, that a man experiences this kind of action of modern armament. On the field of battle, in fact, the enemy is not in full view, except in hand-to-hand conflict; the bullets are small and pass swiftly, shells appear only by the cloud of smoke, dust, and fragments caused by their explosion; wounded comrades fall or drop back. But the totality of this spectacle amounts to little, compared to the infernal concert that accompanies it. Noise is the great factor in the psychic disorders of the battle-field, and nevertheless it has its good side. There are friendly as well as hostile noises. The fighting man hears the report of his own gun and of his comrades' guns—the whistling of the shells from behind him—and all this bolsters up his courage. In fact, his own cries, those of his friends, the sounding of the charge, these are the friendly noises that counterbalance in his ears the hostile ones—the sound of approaching bullets, the bursting of shells, sound-waves from the guns and artillery of the enemy, strange cries, unknown noises.

"Have we many nervous systems in our day so well organized that they can stand such stimulants without flinching? Military science takes due account of their effect on the morale of an enemy. He may give way suddenly and be seized with panic, like the Turks at Kirk-Kilisseh. The soldier may resist and even become used to it all; yet some day or other the panic gets him, as we also saw during the last days of the siege of Adrianople.

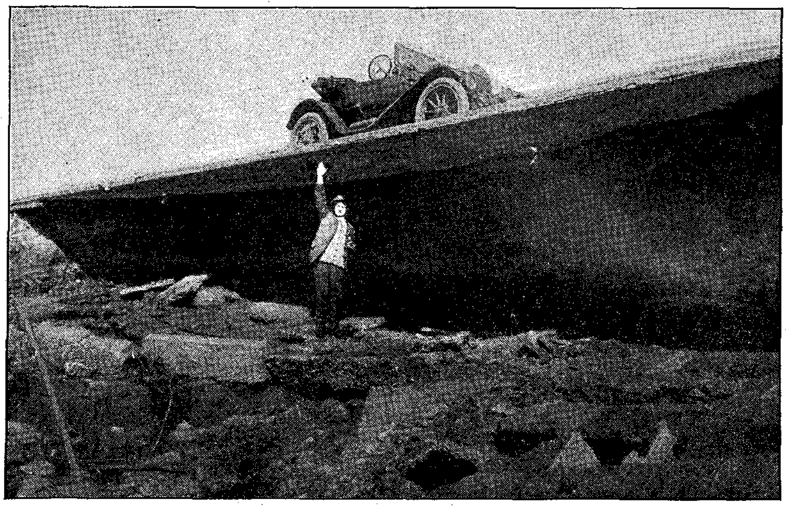
"Doubtless, in time of peace military instruction can not be given in conditions identical with those of the battle-field, but it is certainly a mistake not to educate the soldier's ear and leave it exposed to the surprize of the din of battle. As Descartes says: 'To stimulate one's courage and banish fear, it suffices not to have the will; one must apply himself to the consideration of reasons, objects, or examples that show how slight the danger really is; that there is more safety in defense than in flight; that there are glory and joy in triumph, and regret and shame for him who runs away.'

"Dragoniroff well understood this, who, following the example of his master Suwaroff, trained the Russian Army in exercises to inspire contempt of danger—marches and maneuvers of troops under actual fire from bullets and shell. Doubtless, with our present moral feelings, this would be hard to accept, but at least the soldier should be accustomed to see and hear shells passing over his head and bursting near by.

"The German relies on the moral influence that his dirigibles will exert, as well as on their destructive power. Possibly, they may fail as our *mitrailleuses* did in 1870. But any one who has seen the enthusiastic excitement of troops beneath the flight of aeroplanes will regard it as incontestible that if they have been present in advance, at a contest between airmen and balloon, if they have seen 'the swallow fighting with the eagle,' on the decisive day, they will be less affected when they find themselves menaced with aerial bombs."—*Translation made for* THE LITERARY DIGEST.

AN UNEXPECTED BRIDGE

THE ENGINEER who designed the brick paving on a road in Cuyahoga County, Ohio, south of Cleveland, and the workmen who laid it, did not expect that it would ever be called upon to remain in place when the solid earth had been washed away from beneath it. Pavements are not ordinarily laid through the air, and when Tinker's Creek rose in a freshet and undermined this particular road, no one would have been astonished if the crust of bricks on its surface had gone with the rest of the road into the stream. That it refused to do so, and remained hanging in mid-air as a bridge, simply indicates that the builders were not content with constructing a pavement of ordinary strength, but did a little more. Which goes to show that those who complain that all work nowadays is shoddy sometimes make a mistake. *American Industries* (New York, October), abstracting an article from *The Clay Worker* (Indianapolis), informs us that the hanging pavement is actually being used by some adventurous people as a roadway, and the road-builders will simply fill in beneath it, instead of tearing it down and making a new pavement:



By courtesy of "The Clay Worker," Indianapolis.

SUPREME TEST OF A BRICK PAVEMENT.

When the Ohio floods showed the need of better bridges, this piece of pavement did its best to supply it and formed a structure that will support an automobile.

"The water undermined a heavy retaining wall and ate its way under the pavement for a width of seven feet and a length of nearly eight feet. The concrete base split into small sections and fell away. Not a single brick of the wearing surface was disturbed, however, until two were removed with considerable difficulty to make post-holes for a safety fence. In spite of warnings there has been considerable use of the overhanging portion of the pavement. The man shown in the picture did not hesitate to entrust his auto upon it and then pose for his photograph beneath the auto.

"County engineers have abandoned their first plan to break down the projecting brick and will build the road up to the pavement instead. By the end of the present year Cuyahoga County will have more than 400 miles of rural brick highway, to say nothing of the 600 odd miles of brick pavement in Cleveland.

"'This object-lesson,' says Paving Engineer James McCleary, 'shows what we mean by monolithic construction. We pay especial attention to two features of road-building, the concrete base and the grout-filler. Neglect of these deprives brick of the greater chance to show its excellence as a road material.'

"The good-roads movement in Ohio is certainly booming. In no place in the United States has vitrified brick come more rightfully into its own than in the great State of Ohio. Cleveland has built hundreds of miles of fine brick-paved highways."

THE FIRST DIESEL LOCOMOTIVE

THE DISCOVERY of the body of Dr. Rudolf Diesel at the mouth of the river Scheldt, after his disappearance from an English Channel steamer, comes almost at the same time as the final triumph of his ingenious motor by its adaptation to railway traction on a large scale. The Diesel engine, it will be remembered, is an internal-combustion motor, like the ordinary gasoline-engine of the automobile or motor-boat, but, unlike it, the Diesel is not an explosion motor. The vaporized fuel is not ignited suddenly in the cylinder by an electric spark, but is consumed more gradually, under the heat generated by air-compression. At first regarded as an interesting laboratory machine and then as adaptable to certain small forms of stationary engine, it has made its way until now it drives the largest ocean vessels and hauls heavy freight-trains at high speeds. As we are informed by the Berlin correspondent of *The Scientific American* (New York, September 26):

DR. RUDOLF DIESEL,

Whose tragic death by drowning in the English Channel is almost simultaneous with the success of his engine for high-speed railway service.

"There can be no doubt but the increasing adoption of electric traction, tho ousting the steam locomotive from its unrivaled monopoly, is indirectly responsible for a number of improvements lately adopted in its design. However, a common competitor is now arising in railway traction to both types of prime mover, viz., the Diesel, or high-compression, oil-engine, which, after its recent achievement in ship propulsion, enters at length this field so far closed to its activities. It is significant of the high development reached by the oil-engine that the first Diesel-motor-operated locomotive should be, not some modest engine designed to haul a suburban or slow train, but an express locomotive destined for service on the Berlin-Magdeburg trunk line. This Diesel locomotive, the construction and trials of which have been watched with unusual interest in German engineering circles as well as abroad, was . . . constructed at the workshops of Messrs. Sulzer, who designed the engines.

"The motive part of the locomotive mainly consists of a driving engine direct-coupled to the driving-axles and an auxiliary engine working quite independently of the driving-axles. This has an output about one-fifth to one-quarter that of the main engine and serves to generate compress air, for operating the main engine in starting, on heavy gradients, etc., with high charges. Moreover, in order to increase temporarily the output of the auxiliary engine, there have been inserted, between it and the driving engine, air-tanks from which a certain amount of air can be derived during standstills of the auxiliary motor or even while this is working. . . . . . .

"In starting, the auxiliary engine is kept working, thus throwing a continuous supply of compress air into the main engine. The latter can thus be given a considerable inflow, which may be even increased by supplementary air from the tanks. Compress-air operation alone allows the train to be accelerated up to five or six miles per hour, after which fuel operation is proceeded with, the engine now working on the normal constant pressure. There is, however, another means of air supply available. Instead of deriving the whole of the compress air from the pumps coupled to the auxiliary engine, part of the air required can be supplied by means of the auxiliary engine and part by the driving engine, these being likewise made to operate pumps. . . . . . .

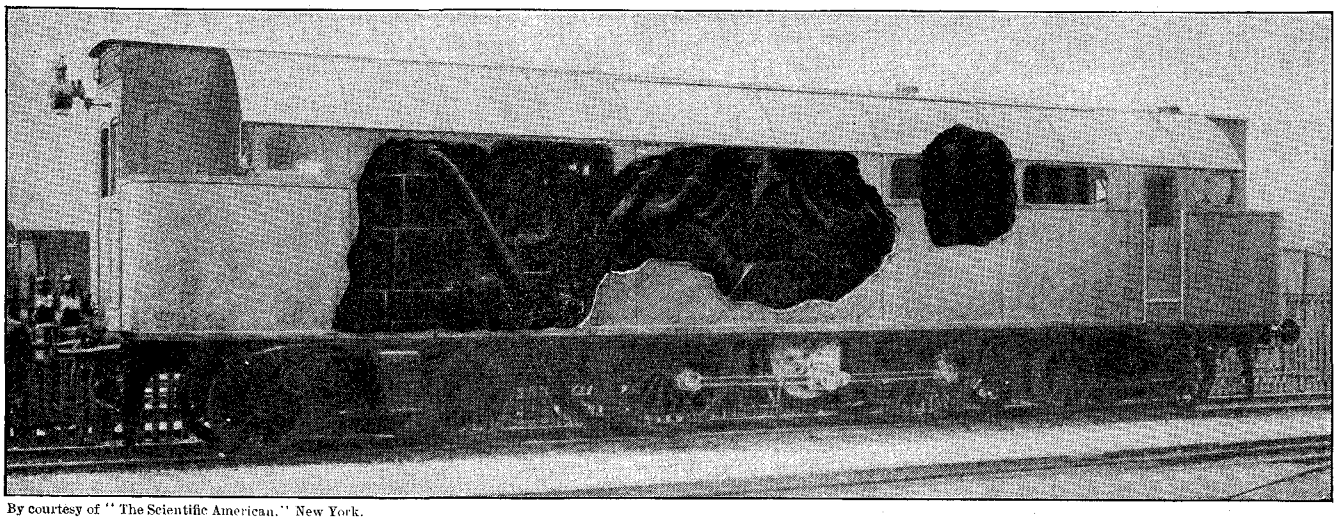
"At each end of the locomotive there is a driver's stand, comprizing the mechanism for reversing the main engine and the following arrangements: levers for throwing the starting- and fuel-valves in and out of gear, a lever for controlling the amount of fuel raised by the fuel-pumps, the starting-head, the braking-valve, and sander, the signal-whistle, and various gages."

EARTHQUAKE NOISES — The sounds that accompany earthquake shocks have been recently studied and analyzed by Charles Davison. From a brief account of his conclusions in *Cosmos* (Paris, September 18) we translate the following:

"These noises are made up of sounds so low in pitch that often they remain unnoticed by persons whose ears can not perceive very low tones. They sound like the passing of a heavy truck, the rolling of thunder, the roar of a tempest, the fall of a load of stone, or of some heavy body, an explosion, etc.

"In violent earthquakes, the area where the noises are heard coincides with the central region, but occupies only about two-thirds of the agitated surface. In earthquakes of average intensity the two regions have the same surface, while in feeble quakes the region of noise is greater than that of earth-movement.

"In general, the beginning of the noise precedes the shock and lasts somewhat longer."—*Translation made for* THE LITERARY DIGEST.



By courtesy of "The Scientific American," New York.

THE FIRST DIESEL LOCOMOTIVE.

"It is significant of the high development reached by the oil-engine that the first Diesel-motor-operated locomotive should be, not some modest engine designed to haul a suburban or slow train, but an express locomotive for the Berlin-Magdeburg trunk line."

LETTERS AND ART

NEW YORK REBUKED BY MR. BENSON

JUST WHAT FORM of sackcloth New York will don after the rebuke offered it by Mr. Benson and the Stratford players is not fully determined. This company, headed by the man who has in a sense conducted a Shakespearian kindergarten in England for many years, has landed on American shores with the project of a long tour in Canada and the United States. There were doubtless many in New York who planned to give him a hearty welcome, but they have been forced to read in the daily papers that he doesn't intend to play with them at all. The onus of the decision seems to rest largely with the Board of Governors of the Shakespeare Memorial Theater of England, who do not like "the general tenor of plays that are now engrossing New York"; but Mr. Benson is quoted by the New York *Sun* as saying that New York, on his non-professional visit of a year ago, "interested him the least of all American cities," and "judging from what is said of the present current of the theatrical stream in New York," he doubts if he should interest New York. Thus the much-advertised doings of two theaters outweigh in his view a whole city full of others, and it is nothing that his distinguished fellow countryman, Sir Johnston Forbes-Robertson is playing "Hamlet" and other Shakespearian parts to capacity houses, and Mr. Sothern and Miss Marlowe are reaping a golden harvest in a former opera-house with the works of the same bard whom Mr. Benson exploits. The American manager of Mr. Benson's tour, Mr. Charles F. Towle, is cited by *The Sun* as enforcing Mr. Benson's attitude by coupling him with Miss Horniman, who took her Manchester players last year to Canada, to Chicago, and to some Massachusetts towns, but passed by New York. Such, indeed was the case, but Miss Horniman was recently quoted by an English daily as saying that in the future she'd prefer to trust her fortunes to New York and its reputed commercialism than to the "high-brows" of her previous acquaintance. The New York papers are behaving quite calmly, however, *The Evening Post* finding the flaw in the Benson reasoning to consist in his not seeing New York's need of his healing ministrations if its case is as bad as he thinks. *The Times* remarks:

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MR. BENSON AND OTHER NOTABLE INTERPRETERS OF SHAKESPEARE,

Who gave him an enthusiastic "send off" on his American trip. From the reader's left are Sir Herbert Tree, Sir Squire Bancroft, Mr. Sidney Lee, the Shakespearian critic, and Sir Johnston Forbes-Robertson, who has no scruples against acting in New York. Mr. Benson is seated.

"We are supposed to infer that when the directors of that august institution, the Memorial Theater of Stratford-on-Avon, decided not to 'accept' time for Mr. Benson's 'fit-up' Shakespearian troupe in New York, in spite of the tearful remonstrances of the New York managers, they had in mind the cruel treatment this callous town has given in the past to visiting foreign artists of the stage. Rachel, Bogumil Dawison, Seebach, Janauschek, Ristori, Bernhardt, Haase, Sonnenthal, Possart, Mounet-Sully, Coquelin, Rossi—how sad that list of names of the poor victims of New York's neglect? As for their English brothers and sisters, Edmund Kean, Fanny Kemble, Charles Kean, Mathews, Irving, the Kendals, they nearly starved in our streets. A like fate was that of English actors of less renown, tho histrions vastly superior to Mr. Benson, such as Terriss, Montague, and Coghlan. Therefore, do the backers of Benson tender 'a slap in the face' to 'the many-towered Camelot of America.'

"Camelot, whose gross materialists are making the 'farewell tour' of Forbes-Robertson such a 'frost,' will not care. It is surfeited with theaters of all kinds. An ill-informed person would naturally infer that Mr. Benson, like *Augustus* in Pinero's comedy, is 'a London artist,' but nothing of the sort. The London critics who praise him most see him infrequently. His one long London engagement is remembered as a historic calamity. In the blest provinces he has been doing really good work for a long while. His traveling troupe is a school for actors. Naturally the great competition in theatricals in New York shuts him out, in the height of the season, but there is no reason why he should get mad about it. There are souls to be uplifted in Chicago, too."

The Times has taken the pains to test the managers on this theme and reports Mr. Charles Frohman as saying:

> "The simple fact is that Mr. Benson and his company will not appear in New York because New York is no more of a provincial city than London is. The Benson players know that they are too provincial ever to play in London, and realize that the same fact will militate against their appearance in New York. Mr. Benson's organization in England represents what Mr. Sargent's school of acting stands for in this country—only the Benson school is a traveling school of acting and the Sargent school is stationary. The Shakespeare Memorial Theater at Stratford-on-Avon is also a comic idea. A beautiful little town, where it is said Shakespeare is buried, has built a beautiful memorial theater, which is opened each year for a six weeks' revival of Shakespearian plays which people attend in great numbers, only because they are acted by stars from London theaters, like Sir Herbert Tree, Arthur Bourchier, Irene Vanbrugh, and the Terrys.
>
> "If Mr. Benson could bring such actors as these to America, New York would receive him with open arms; but as his own organization is simply a traveling provincial company, there is no more reason for Mr. Benson trying to enter New York than for him to try to enter London. One realizes at once the primitiveness of the Benson organization when one knows that, on its travels about the little towns in England, the Benson company makes known its presence by parading through the streets, as American minstrels do. But one ought not to criticize the Benson announcement; for, after all, it is only Mr. Benson's best possible accounting for the fact that New York will not have him. And toward Mr. Benson personally, as toward Mr. Sargent in this country, every manager can not but feel grateful for the training both men afford amateurs, and for their frequent development of really good actors. However, we must be clear on one point—Mr. Benson will not avoid New York because our stage has fallen too low for him; on the contrary, New York will not have Mr. Benson and his organization because they are not sufficiently high up in the acting profession. But there are provinces in America as there are in England."

Mr. Benson's opening has been auspicious. The New York *Sun* informs us:

> "F. R. Benson, the actor-manager, and his Stratford-on-Avon players began their first tour of America in Montreal on Monday night with a performance of 'Much Ado About Nothing.' At the end of the comedy the audience rose to its feet and cheered the company to the echo.
>
> "In the afternoon at McGill University, Mr. Benson, with Sir Gilbert Parker, was made an LL.D. He is the first actor in England or America to receive this honor. Vice-Chancellor Peterson said that the degree was conferred in recognition of his services to the stage as an actor and a trainer of actors as well as for his work in producing in the Shakespearian Memorial Theater thirty-four of the thirty-six plays credited to Shakespeare."

"THE LITTLENESS OF GREATNESS"

IT'S ONLY HUMAN, probably, for great men to think little of one another. One Alp seems only ordinary to another Alp. But to the rest of us their mutual criticisms are merely amusing. There is a man out in Melbourne, Australia, who has been amusing himself in making a book which he confesses to be "a piece of pure devilment." In it he has brought together all the false criticisms he could find which men of letters have made upon one another—criticisms, explains the London *Spectator*, "which are at variance with the mature judgment of the world, and a few of which reveal jealousy, prejudice, and an almost wilful failure to understand." The criticisms almost all hit some vulnerable point in the armor of the man criticized, it is explained, and they reveal the strange thing that "while some err by reason of spite and superfineness, the majority of them are conspicuously human and appeal to the heart of the very plain man." The collection, which is called "The Littleness of Greatness," is made by Sydney J. Endacott. Of these judgments *The Spectator* continues:

> "They are not true because they are not comprehensive, but they contain truth, the scraps of truth, and the qualifications of truth such as jump to the eyes of the man whose temperament or want of time or culture forbids him to comprehend, but who is a shrewd fellow all the same. In criticism, as in politics, there is a need for the representation of minorities, and whoever reads this little book will feel that a little thing has been done to satisfy this need. It is inadequate, it is very small indeed, but it is something. Mr. Endacott has found some great men to lead the erring few who fly in the face of recognized judgment."

The first which *The Spectator* quotes illustrates the very point it has been making:

> "Horace Walpole likened Dante to a 'Methodist parson in Bedlam.' The criticism is as witty, as representative, and as trenchant as any false criticism can be. It expresses the sincere tho mistaken thought of a thousand clear heads. Dante's hypocritical admirers have made him enemies. We suppose no poet ever had so many true or so many false worshipers. The cruel side-hit at Wordsworth which comes into Bulwer Lytton's singularly meaningness criticism of Tennyson is another case in point:
>
> Jingling medley of purloined conceits,
> Outbabying Wordsworth and outglittering Keats.
>
> "Outbabying Wordsworth! It is indeed the phrase of a leader of those who go astray. It took a man of first-rate talent, if not of genius, thus to bring forward an obvious defect, and set it in such a light as to make it overshadow for a moment the inspiration of the immortal bard. We hear the philistines rejoicing as they read, and ranging themselves behind a great (or moderately great) man in error. With a shudder we fix our mind upon Matthew Arnold's criticism of Wordsworth, 'He spoke and loosed our heart in tears.' There are a number of young philistines also who will be hugely delighted to read what George Meredith said about Tennyson. Of the 'Holy Grail' he wrote: 'The lines are satin lengths, the figures Sèvres china. . . . Why, this stuff is not the muse, it's musery. The man has got hold of the muse's clothes-line and hung it with jewelry.' He calls the 'Idylls of the King' 'yards of linen—drapery for the delight of ladies.' The criticism is piercing, it makes a rent in a thing of beauty which can never be mended—and that tho the critic pricks himself with his weapon when he adds, 'The praises of the book shut me away from my fellows.' An ill-conditioned criticism is never adopted as a final judgment. But the saying is so memorable and represents the minds of so many that it can not be forgotten when the judges sum up. Meredith did not understand Tennyson or 'the proud full-sail of his great verse.' The feeling, however, was mutual. Mr. Endacott is evidently not aware that Tennyson once said that 'reading Meredith was like wading through glue.' A great number, even from among those who have a right to be called well-read, will be—secretly—delighted to hear Hallam say of Carlyle's 'French Revolution,' 'The style is so abominable I could not get on with it.' There is, of course, no appeal from the recognized fact of the book's brilliance, but how many readers have been so dazzled and confused by it that, like Hallam, they could not get on! To them his criticism will seem 'the truth at last.' 'Eh! The poor miserable skeleton of a book!' sighed Carlyle as he put down Hallam's 'European History.' These literary great men can well be trusted to take their own parts!"

In what George Moore said of Meredith he seems "simply giving expression to what all who are not Meredititheans think, but for once the world has decided that a coterie is in possession of the truth":

> "Mr. George Moore has placed himself without the charmed circle, and there has spoken his mind in a manner to attract a crowd. 'In George Meredith there is nothing but crackjaw sentences, empty and unpleasant in the mouth as sterile nuts.' Meredith's greatest admirer could hardly say that this was a stupid criticism; he could only say it was false, in that it failed to grasp any part of Meredith's genius but its obvious defect. On the other hand, the criticism sets one thinking. Was any masterpiece in the world of letters ever supremely great which the average man of education had a difficulty in understanding? It is Browning who makes the answer a matter for doubt.
>
> "Apart, however, from such very human bits of bad criticism as we have quoted, we find a few expressions of opinion, made coolly and without any emotion by great men, which are simply incomprehensible. To begin with, whatever made George Meredith call Matthew Arnold 'a dandy Isaiah'? What Tolstoy said of Shakespeare throws an interesting light upon the mind of that great Russian genius. His conclusions are simply astounding. He speaks of 'The Tempest,' 'Cymbeline,' and 'Twelfth Night' as 'senseless dramatized tales.' He has nothing

better to say of 'King Lear' than that it is 'absurd,' a production to evoke 'aversion and weariness.' One more quotation and we have done with the Russian; but what he says has a certain interest as proving the marvelously wide *lacunæ* which may exist in great minds. 'The works of Shakespeare—borrowed as they are and externally like mosaics artificially fitted together piecemeal from bits invented for the occasion—have nothing whatever in common with art and poetry.' Mr. Bernard Shaw has spoken in equal disparagement tho in less detail. 'With the single exception of Homer, there is no eminent writer, not even Sir Walter Scott, whom I despise so entirely as I despise Shakespeare when I measure my mind against his.' Is that a joke, or a bona-fide and very amusing mistake such as the poet Greene made when he called Shakespeare 'an upstart crow'? Greatness (in the person of Mr. Shaw) only knows! . . . . . .

"Some of the criticisms here set down are only of interest as throwing a light upon the intellectual shortcomings of the speaker. That Emerson should have said that Dickens had no 'dramatic talent' tempts the reader to declare that Emerson had no sense of the dramatic. There is, perhaps, a clarity about Dickens's atmosphere which struck disagreeably on Emerson's senses. He had accustomed his eyes to a certain roseate dimness, and he could not see properly in Dickens's sunshine or flaring gaslight."

HITTING THE PUBLIC TASTE

THE TEMPTATION to crucify experts, literary and dramatic, is a strong one, says a writer in the San Francisco *Argonaut*, and the temptation seems not to be mitigated by the amusingly frank confessions of one of the experts. Sir Herbert Tree has lately been telling his theatrical brethren that he had the chance of producing "Peter Pan" and refused it. Of course he refused a fortune with it. He gives as his reason that he could not see himself in the part, and we must imagine his tongue thrust in his cheek while so confessing. As if this were not humility enough, he adds that he refused "Kismet," "Diplomacy," "The Prisoner of Zenda," and "If I Were King." After the list of these follies—safely so labeled after the fact—it is easy for the *Argonaut* editor to moralize with the declaration that "the expert who is actually expert is one of the rarest things under the sun," and he cites the fact that "every now and then we hear that some triumphantly successful novel was hawked fruitlessly around the circle of publishers before it could find a resting-place and a welcome." *The Argonaut* really seems to have no mercy for the expert who is "very seldom expert," and it goes on in a mood that is generally believed to be common among authors of rejected manuscripts:

"It is usually the man whose business it is to gage the public taste who knows least about it. He is devoured by conservatism and caution. The magazine editor much prefers to accept drivel from a well-known writer to even the perusal of the manuscript by the unknown genius. The statement so often made that merit is sure of recognition is undiluted falsehood. Magazine editors are not ceaselessly watching, as they pretend, for originality. They dread it. They do not spend their time scanning the skies for new literary lights. They carefully snub and avoid them. It is usually the literary and dramatic expert who stands rigidly and uncompromisingly between the public and novelty."

The London *Evening Standard* takes up Sir Herbert's admission and reads a homily less trenchant but more merciful than *The Argonaut's:*

"One is reminded of James Payn's refusal of 'John Inglesant,' when reading manuscript for Messrs. Smith, Elder. Shorthouse's romance became the honor and profit of another publishing firm, and Payn was mortified on discovering what he had done. His mistake, however, was very natural. Philosophical romances were not in his line, and, from the commercial point of view, he could hardly be expected to anticipate the popularity of a book which was certainly not made for popularity. He was a victim to one of those twists of public taste which nobody can prophesy or understand.

"Sir Herbert Tree smiles over his rejection of 'Peter Pan,' but probably he wishes he had acted otherwise. We think, however, there is an even better excuse for him, and any other manager who may have imitated him, than there was for James Payn. 'Peter Pan' has now been performed—how many thousand times is it? The play is more familiar to the host of playgoers than 'Hamlet.' It is difficult to view it as a stranger, and not as an old friend. But, if that can be accomplished, it will seem wonderful, not that anybody should have refused 'Peter Pan,' but that any manager should have put faith in it. It is so different from other plays—and managers do not like what is different. It is so lacking in what is called coherent plot, and the interest can scarcely be described as 'cumulative'—qualities by which manuscript plays are judged. Moreover, the staging of it must have struck Sir Herbert Tree himself as exacting. Somehow—we have never quite satisfied ourselves how—'Peter Pan' arrived on the stage, and should be a lesson to theatrical managers, at least of this generation, that a talented author may be permitted all sorts of tricks with their revered deity, technic, and that the public do not care so much for the 'same old thing' as for human nature, fun, sentiment, and romance they can understand because they have gone through it.

"But, as we say, Sir Herbert Tree may be acquitted of any grievous error of judgment in rejecting 'Peter Pan.' Or, rather, he might have been acquitted on general grounds, if he had not 'given the show away' by reference to a personal and particular reason. 'I thought,' he said, 'that the leading part was unsuited to me.' The report follows this explanation with '(Loud laughter).' Yes, the theatrical managers received such a revelation from their erring colleague with loud laughter, when, in sheer inability to restrain their mingled anger and grief, they should have wept on one another's shoulders. To do them justice, we believe they would have acted not only as Sir Herbert Tree acted, but from the same motive. The leading part being unsuited, banish the masterpiece! Was not *Captain James Hook* enough for any actor-manager's ambition, tho *Peter Pan* may have been unsuited to his physique? Apparently not. . . . . . .

"How are they to get good plays? First, by taking a hint from the history of 'Peter Pan' and keeping a good, broad, open mind on the subject. The playgoer does not care twopence whether or not a play is 'well made'—that is, made according to the narrowest and most conventional theatrical rules—so long as it interests, excites, or amuses him. The first great rule, then, for securing good plays and encouraging play-writers is to cultivate an adventurous taste. The next, which is really a corollary of the other, is not to reject plays wherein 'the leading part is unsuited to me.' When the public went to the theater to see this or that actor, there was some necessity for a distorted point of view which put the player above the play. People have now taken to going to the theater to see plays, not actor-managers in parts which are suitable to them."

Then, as if to confute the whole school of Jeremiahs, comes a brilliant instance of editorial insight and an entire reversal of the "who" charge. Says the New York *Evening Post:*

"In the October *Atlantic* is the beginning of a series of 'Letters of a Woman Homesteader,' which give promise both of freshness of theme and agreeable handling. How they came to the magazine is explained by the publisher. They were simply sent along to the office in a bundle. A lady in Denver who had the letters in her possession thought they would make interesting reading, and forwarded them to the editor for his opinion. To him it was like manna dropping out of the skies. As a rule, magazine 'features' are the result of planning and effort. The writer has to be selected and sounded; long preparations made; the right collaboration assured; the whole kept in hand for the psychological moment. But here, as the *Atlantic* says, was a 'gift of Providence' fairly flung at it. All that the editor had to do was to accept it and thank his lucky stars. It was like finding hid treasure.

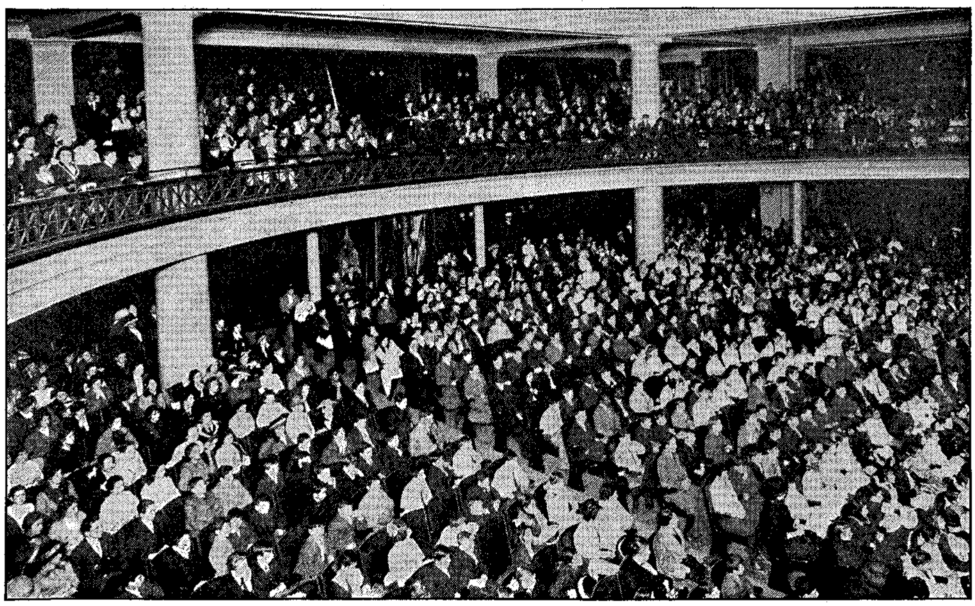
"The instance is not of the highest importance in itself, but it has its light to cast upon certain current notions about writing and publishing. One of these relates to the difficulty of 'breaking into' a magazine. Everybody knows what is said. A new writer has no chance at all. The editor will give heed to no applicant unless he is a member of 'the old gang.' One knows, too, the stories that are circulated to prove that a manuscript submitted by a 'rank outsider' is not even read. The suspicious author lays a trap for the editor. He quietly puts a dab of paste between pages six and seven of his article, and when it is returned to him finds that they have clearly not been separated so as to be read. What better demonstration could there be that the work of the unknown writer is not so much as considered? Of course, those who know what is really done in a magazine office know that it is not necessary to read every manuscript in order to decide that it is not 'available.' The subject alone may be sufficient to rule it out. And, as it has been rather brutally said, a single taste of spoiled fish is enough to show that it is bad; one is not compelled to eat the whole dish. But in spite of all the explanations that have been given, the literary superstition persists that a new talent meets with nothing but discouragement and rebuffs in the publishing world.

"In showing how unfounded is all this, the little *Atlantic* incident should have its value. It helps to picture what the editor's state of mind actually is. If any reader is tired of the routine article by the well-known hand, he is more so. If any soul longs for writing to break the conventions and to breathe an original spirit, his longing is greater. And when, as by some rare favor of the gods, his mail brings him something like what was thrown into the lap of the *Atlantic*, his delight is keener than that of any one else. 'Why,' he exclaims, 'here is novelty, here is life, here is vivid expression!' And he hugs the prize to his bosom. No, gifted young friends, it is not the fact that you are new writers that bars your way, but the fact that your writing has not the power to catch the eye of the jaded editor ever on the watch for fresh talent. Be sure that when he discovers it, he rejoices with exceeding great joy."

"PEOPLEIZING" THE MUSEUMS

THE FORBIDDING ASPECT of our museums and libraries in days gone by made the visitors glad to emerge into the open air again after a brief stay, but a new policy is now bringing their treasures invitingly to the minds of the people, beginning with the children. One of the newest innovations of the Metropolitan Museum of New York is a series of talks for elementary school pupils. In these gatherings children ranging in age from ten to fifteen years are brought together, but the School Art League, which is "seeking to develop among the children of the public schools a large clientele of those who are interested in art and wish to learn more about it," plan to extend their work to embrace more advanced classes for pupils of high schools. To these ends the League "hopes in time to develop a corps of lecturers particularly interested in working with children and equipped to present to children, in graphic and entertaining form, many of the different phases of art which the great collections of the Metropolitan Museum exhibit." In the *Bulletin* issued by the League, we find the account of the first lecture delivered by Dr. James P. Haney, Director of Art in the city high schools:

"He had chosen for his topic, 'Landseer,' and developed it through sketches which he made upon large sheets of paper before his audience. Dr. Haney told of Landseer's boyhood, and of his intense sympathy for animals. He sketched various forms of gamboling dogs and of crested stags. He questioned the young folk before him as to their own animal friends, and when he had thoroughly aroused their interest and sympathy in the lives of their domestic pets, he told something of the life of the animals of the woods and of the human quality that Landseer was so fond of depicting in the expressions of those he drew. After half an hour's informal chat with his class, Dr. Haney then turned to the pictures which Landseer had painted, and showed a number of these through lantern slides, following them with other pictures by other painters of animals, to the end that the children present might, in subsequent visits to the museum, understand better what the painter of animals tries to do in telling the story of their lives. After the talk was over, the audience of several hundred adjourned to the galleries above, where little groups of children went to visit their favorite pictures, or to make friends with other paintings of which the lecturer had spoken."


From the Bulletin of the School Art League.

CHILDREN WHO WOULD UNDERSTAND ART.

A School Art League meeting at the Brooklyn Institute Museum having the mysteries of some great painter revealed by an expert. Similar classes are planned for advanced pupils.

The same spirit of museum extension has taken hold of the London Board of Education, who have announced that a personal guide will be provided to conduct visitors daily around the Victoria and Albert Museum, and the Minister of Education states that he has obtained a grant from the Treasury for "educational experiments." The British Museum has a brief history in this respect which the London *Times*, quoting with approval the precedents set by our school authorities, reviews with suggestions for extended applications:

"It is now about three years since it was suggested in our columns that the usefulness of museums might be largely increased at very little cost. Instead of their merely serving the purposes of professional students or casual sightseers, they ought to be recognized as important agencies in national education, and for this purpose it was essential that competent guides should be provided. We warmly approved of this suggestion, and shortly afterward it was put into practise. In April, 1911, the British Museum set the example, which was followed in 1912 by the Natural History Museum, of instituting popular expositions of their priceless treasures by guide demonstrators. The experiment has been entirely successful. No fewer than 60,000 people have been taken round these museums by the official guides in the short time that the system has been in force. Instead of the old system under which visitors were obliged to spend their time in a dreary hunt among labels and guide-books, and at last had to go away deprest and without having gained much knowledge, they have had the opportunity of learning the value of the collections, and having their interest stimulated, under the direction of a competent and sympathetic lecturer. . . . . . .

"Mr. C. Hallett, the official guide at the British Museum, has shown in his report last year that a certain number of elementary schools have sent classes of boys and girls at specially arranged hours, apart from the public tour, and that considerable interest has been shown by the London education authority in these visits. There has, however, been a greater demand for such instruction among the Council schools than among secondary schools. But the sending of occasional classes of elementary school children is not nearly sufficient. What is wanted is that visits to the museums, with their unparalleled apparatus for education, should form part of the curriculum in as many schools as possible."

RELIGION AND SOCIAL SERVICE

REBIRTH OF RELIGION IN RECENT FRENCH POETRY

FRANCE'S PERSISTENT EFFORTS to eliminate religion from the lives of its people seems to succeed only in their material aspects. She may confiscate the churches and dedicate them to all sorts of secular interests, she may choose a Premier who would congratulate France upon driving Christ out of her schools, but she can not still the voices of her poets; and these, we are told, are turning, perhaps as a natural consequence, to religious expression. Ferdinand Brunetière, fifteen years ago, predicted a religious renascence in French poetry, and his prophecy has already reached fulfilment. So declares Mr. Carl Becker in the *Literarische Echo* (Berlin). He sees the twentieth-century French lyric poets influenced by the old school of the symbolists, both in the form and the content of their verse; their form being freer, more flexible, and more musical because of this influence, and the matter with which they deal showing a strong tendency toward the invisible and the mystical. We read:

> "Baudelaire, Verlaine, and Rimbaud, the chief exponents of symbolism, were mystics; others, like Samain, Moréas, Rodenbach, were, despite their unbelief, deeply religious, and indeed it is inconceivable that symbolism could have arisen without religious feeling. The most recent French literature to-day shows similar aspirations . . . and it is not surprizing that modern poetry should show a religious and spiritual rebirth at the very time when the French nation itself seems to withdraw more and more from the religious life."

Mr. Becker warns us, however, against regarding this spiritual renascence as in any way identical with a revival of Catholicism, observing that it has as little in common with Catholic dogma as had the religious feeling of Renan. A second influence favorable to the expression of spiritual emotion he finds in the rich development recently of lyric poetry:

> "In the French poetry of the nineteenth century, romanticism as well as symbolism—that is, a rich blossoming of the lyrical—always goes hand in hand with an awakening of religious sensibility. How could it be otherwise? Poetry which should exclude itself from the life of emotion and dream, from the invisible and the unknowable, would cut the ground from under its own feet. . . . . . .
>
> "When we examine the movement more nearly we naturally find that it concerns chiefly verse, and is but little evident in prose-writing or the drama. . . . Since the public is not religious, the theater, which makes a direct appeal to the great masses, shows few works based on religious themes. There are, of course, a few, such as Rostand's 'La Samaritaine,' Verhaeren's 'Le Cloître,' and the dramatic works of Paul Claudel. . . . Hence there remains only one domain for religious feeling, that of the lyric. . . . Most of the younger poets exhibit traits of a spiritual or idealistic, *i.e.*, of a religious, renascence. They have renounced determinism, show a manifold optimism, and have an unshakable faith in human freedom as well as in life itself. They set themselves, for the most part, against the heart-and-soul-crushing intellectualism of our time and are dominated by Bergson, who has created a foundation for them with his principle of intuition. Bergson may be regarded as the somewhat tardily appearing philosopher of symbolism, who has had a strong influence on modern lyricists because of his doctrines of emotion and sensation."

He divides the lyric writers of the present day into three groups. The first is composed of those who are religious, tho "unbelievers." The second contains those who are mystics in the sense that Verlaine and Baudelaire were mystics. Finally, there is the group of orthodox Catholics, who express their dogmatic views in their works:

> "As regards the first group, poets who are unbelievers, yet animated by strong religious feeling, it may be said that it contains the most celebrated names as well as the greatest number among the lyricists of the present day. Most of the symbolists are in sympathy with them, and many of them indeed are a product of symbolism. Among these may be mentioned Samain, that early-dying heathen who was always tortured by the mysterious Beyond, and pursued by the horror of death; Rodenbach, the sorrowful singer of Bruges, likewise dedicated to an early death; Verhaeren with his monk-cultus; Retté—in his first 'manner'—with his Christ-hate; Mme. de Noailles, with her pantheism and her fear of death; Maeterlinck, with his mysticism; J. Romain, a disciple of Verhaeren and possessing talents of rich promise, with his pantheistic 'Unanism'; further, a whole row of poets: H. de Régnier, C. Mendès, Max Elskamps, J. Cocteau, Larguier, Porché, Abel Bonnard, Maurice Magre—all poets of emotion, and mostly having great religious sensibility and feeling themselves drawn toward the unknown and the invisible. The latter of these have nearly all grouped themselves about Bergson.
>
> "The second group, that of the mystics, likewise displays some notable names, who are able, as were Verlaine and Rimbaud in other days, to stamp this tendency with a strong personal impress. Here, above all, should be named the early-dying and talented Charles Guérin, the friend of Jammes, a mystical enthusiast and, like the latter, torn between sensual lusts and heavenly joys. At the head of modern mystics stand Jammes and Paul Claudel, both much lauded by the Catholics, and both poets whose great lyrical gifts can not be denied. Jammes has already founded a school, and one speaks to-day of Jammism and the Jammists.
>
> "Claudel is the very center of interest at the present moment —deified by some and opposed or even ignored by others. Both are true mystics, constantly in the presence of their God and in communion with him; they are in intimate converse with him, behold him always and everywhere, either him or the immaculate Virgin, and hence all their works are penetrated by this strong mysticism. Claudel's mysticism is purer, but vaguer than that of Jammes, which has a strongly sensualistic background. Associated with these, but of lesser poetic status, are Louis le Cardonnel, a priest tortured by his conscience, and Asket, who may possibly achieve greater heights of mysticism than the two first named.
>
> "At a further distance follow Retté, the Christ-hater of yesterday; Charles Péguy, with his Jeanne d'Arc cult, with Poimarol and Schuré.
>
> "The third group finally contains those poets who identify their religious feeling with Catholic dogma. . . . They are much inferior to the first two groups both in poetic gifts and poetic creation. Since they neither inform and deepen their work by an intensive religious feeling nor behold it objectively like the mystics, they are confined and straitened by external formalism and rigid dogma."

In closing this interesting classification of French lyricists, the critic observes that in general the poets considered tend to affiliate themselves with some one of the many periodicals founded in France during the last decade, and marked by a strong tendency toward the spiritual or religious attitude. Thus the Catholic poets are grouped about the *Revue du Temps Présent*, founded in 1896. The most important of the non-churchly journals include the *Mercure de France*, the *Nouvelle Revue Française*, the *Revue Critique des Idées et des Livres*, *La Plume*, *Les Loups*, *Les Guêpes*, *Les Rubriques Nouvelles*, *Les Entretiens Idéalistes*, *La Phalange*, *Pan*, and *La Renaissance Contemporaine*. Finally:

> "It may be said that nearly all the French lyric poetry of the present issues from the editorial rooms of these periodicals, a fact which makes it rather difficult to make a complete survey of all the various tendencies. But almost all show the imprint of idealism and bear witness to a lyrical awakening of religion;

hence the lyric itself is colored with religion."—*Translation made for* THE LITERARY DIGEST.

PROTESTANT DECLINE IN GERMANY

THE PROTESTANT CHURCH in Germany is in a discouraging state, according to one of its pastors. "I know that vital religion is ebbing from among us," he declares, "and every detail of statistics proves to me that we are receding." The name of the writer, whose words appear in *The Christian Work and Evangelist* (New York), is not given, but he is described as "one of the best known Protestant pastors in Germany." The editor, to draw attention to his reflections, blue tho they be, prefixes a note to say that he is one "in whom everybody has greatest confidence"; that his words are "always heeded." His sorrow over the decline of Protestantism is made more bitter, as he asserts, "by the undoubted fact that Ultramontanism is growing in our midst, and that the grave symptoms of decay or stagnation—whichever you like to call them—which affect us are not affecting Rome." He continues with his comparative views of the two churches:

> "Wherever we turn we find visible proof of the activity and living growth of German Catholicism. A fortnight ago at Metz, in Lorraine, the Clerical Ultramontanes held their annual congress, and never before was there so much enthusiasm displayed, or were such glowing accounts rendered of progress all along the line of the Church's efforts. Prince and peasant, cardinal and deacon, rich and poor, were alike filled with a zeal and a belief in the destiny of their church wholly unknown in Protestant Germany. When we turn to the outward and visible signs of progress, to numbers and results, what do we find? A few details will make clear the reasons which lie at the bottom of Catholic hopefulness and Protestant depression. Taking the entire population of the Empire, the census returns show that Catholicism is growing more rapidly than Protestantism, that the faith of Rome absorbs a greater share of the increasing population than the faith of Luther. In the great Catholic fastness of Bavaria and the Rhenish provinces, Lutheranism has failed in its attacks on Rome, while in the hitherto exclusively Protestant regions, like Pomerania, Mecklenburg, and Brandenburg, we find the proportion of Catholics steadily mounting. In the question of mixed marriages between Catholics and Protestants the number of persons born in the Church of Rome who embrace the faith of the Reformation is hardly noticeable, while in the vast majority of such mixed marriages the Protestant man or woman either becomes wholly neutral or embraces Rome. That the children of such mixed marriages become Catholics goes without saying.
>
> "There are only imperfect statistics available for the past two years with regard to the birth-rate, but they all point in the direction of larger Catholic families. In Berlin and other large towns the general decline in the birth-rate has become so remarkable that social reformers are at their wits' end to account for it; but when this phenomenon is more narrowly examined we find that the decreasing birth-rate is almost altogether confined to Protestant families. In the important Catholic provinces, where a majority of the population is of Slavic blood, families, in fact, are increasing in number. The Catholic priests take care that their people marry early, that they respect their marriage vows, and that they eschew the suicidal two-children system. The celebration of marriages within the churches is decreasing in Protestant Germany, the registry-office taking the place of the church ceremony. Protestants in greater number than ever confine themselves to the civil function, which in all cases is compulsory. It is rare for a Catholic to neglect the offices of his priest in marriage. The same principle holds good at burials. More and more the Protestant, especially among the working classes, declines to ask the services of his pastor at the graveside. To a Catholic this would be impossible. The number of confirmations among Protestants does not keep pace with the increase in population. Among Catholics it does. Finally, we have the test of participation in the communion. Here there is a distinct decline in the Protestant churches. In Berlin and other huge centers of population this decline begins to be at a calamitous rate. There are big Berlin churches where it is rare for a man to be seen at communion, churches where during the past ten years the number of male communicants has sunk 50 and 60 per cent. In Catholic churches, on the contrary, the number of communicants of both sexes is well maintained, and the priests have no complaints to make of decreasing numbers."

There is, moreover, a "startling difference" between the influence of the pastor and the priest on the daily affairs of life. The case seems worse to a clergyman in a country where paternalism is a vital idea:

> "I do not think I exaggerate when I say that the Protestant pastor has absolutely no influence on his flock politically. In olden times he possest this influence and abused it. Now he has lost it, and will never regain his hold on the political conscience of his people. In Catholic regions the hold of the priest on his people is as great as ever. Every voter who votes the Center 'ticket' gives his vote for the power of the Catholic Church. Every Clerical voter almost is an Ultramontane. The consequence is that the assumption of power by the priest is a tremendous factor in the life of the Catholic German."

PROFANITY IN MAGAZINES AND PLAYS

THE MAGAZINES WE READ are calculated to encourage a renewal of the disgusting and wicked habit of swearing, believes the editor of the New York *Christian Advocate*. He had been congratulating himself upon the almost complete disappearance of profane language in this country, "especially among cultivated people." But as he himself had begun to be alarmed at the frequent appearance of irreverent and profane language in some of the magazines, he received a letter from a prominent Methodist minister preaching in New Jersey, with some emphatic comment on the same point. We give the letter as it appears in the editorial columns of *The Christian Advocate:*

> "Should a magazine swear to sell? Do the people swallow its contents more readily if seasoned with profanity? Do oaths render it more taking and impressive? We are familiar with swearing magazines, because they all do it. At least we are so impress because the September number of the last magazine we should have thought capable of it, a magazine that sells at more than twice the price of most of them and lays claim to the highest literary quality, contains the first part of an elaborately illustrated story which is soaked with it. The article is twenty-one pages long and contains thirty profane expressions besides a long list of 'blankety-blanks,' 'darns,' 'deuces,' and 'thunders.' And then it is written by a woman!
>
> "Swearing men, who lay any claim to respectability, suppress their oaths or choose their auditors, and swearing women, we trust, are few and far between. But a swearing magazine insinuates itself into our homes and among our children under the guise of respectability, professing to be above the use of slang and yet swearing like a gamin or a pirate. Is this literary? Is this realism? Is this entertaining? Is a magazine above the commandment which says: 'Thou shalt not take the name of the Lord thy God in vain; for the Lord will not hold him guiltless that taketh his name in vain'? And should not parents be as careful to exclude it from their homes as a swearing graphophone?"

It seems that the question came up in England a short time ago, whether the frequent use of the word "damn" on the stage was desirable or not. The querist also wondered why people always laughed when the word was uttered. The dramatic critic of *The Westminster Gazette* undertook the answers, beginning with the second first:

> "There is, of course, nothing witty or amusing in the word itself, and any fool could fill a pepper-pot with 'damns' and sprinkle them over his play; and yet it is quite certain that the 'damn' almost always wins a hearty laugh. Probably the reason is that the employment of it by the author at a suitable moment is a successful means of bringing sharply to a point the whole state of annoyance, confusion, or wrath of an important character. It is a kind of top note in a crescendo, and perhaps if the character were to say 'hell' or use the old-fashioned term 'zounds' the result would be the same. For from a theatrical

point of view it is important to concentrate the expression of emotion into one word, preferably a monosyllable, and therefore an oath, or, to use the more genteel term, an expletive."

This critic thinks a dramatist, "if he seeks to be a realist or a slice-of-lifer," is rather helpless in the face of modern life, for "nobody, unless his ears are stuffed as completely as those of the sailors of Ulysses, can ignore the fact that a tremendous amount of swearing goes on nowadays."

There is no such easy tolerance of the habit by *The Christian Advocate*, for in another issue of this Methodist weekly we find an editorial denunciation of the language used in our magazines that may surprize their regular readers. To quote:

> "When a magazine once edited by Richard Watson Gilder introduces into its pages stories which evoke a protest because of the excessive use of profane and vulgar speech embodied in their dialogs; when a weekly which once printed the name of George William Curtis as the head of its editorial staff unblushingly degrades itself by printing cartoons which are positively immoral, and with unabashed effrontery tells its indignant subscribers that it proposes to continue its present course; when many other hitherto reputable periodicals reek with lurid descriptions of marital infidelities and sex irregularities; when nearly all the best known weekly and monthly publications fairly riot in vice problems, with such a particularity as would have induced their readers of ten years ago to throw them in the fire, it looks as tho there was still a field for religious journalism which is not likely to be fitly occupied by the secular literature of our times.
>
> "Will the ministers who read these lines please observe that this is not pleasantry. It is the duty of the pulpit to denounce the putrid mass dumped upon the not too careful public by the publishers of our day. Under the guise of an alleged conscientious frankness an incredible amount of filth is being doled out in such a way as to accomplish irreparable injury to the young."

BOYCOTTING JEWS IN POLAND

THE BOYCOTT against the Jews in Poland is a matter of serious moment to the two million Hebrews in that country. For, explains the editor of *The American Hebrew* (New York), it seems to be no transitory movement, but one based upon a strong Polish national sentiment, which "will grow with the development of Polish national feeling." The economic status of the Jews in Poland, adds this editor, as he summarizes the views of the Hebrew investigator whose article has the leading place in the current issue of his paper, "was supposed to be secure owing to the lack of industrial and commercial enterprise among the Poles." But if the present boycott continues, "the Jews will inevitably be displaced and the Poles themselves will occupy their places." There is a movement on foot to organize protest meetings in this country. But Dr. N. Syrkin, who writes the article describing the situation, suggests no remedy. He says:

> "The aim of the boycott is the organization of the Christian population toward the economic and social elimination of the Jews. Christian consumers shall not buy at Jewish stores. Christian manufacturers shall not engage Jewish workingmen and clerks. Christian banks shall not loan money on Jewish real estate. Christians shall not call in Jewish physicians or consult Jewish attorneys, or read books published by Jews, or, in general, tolerate a Jew in their midst. Christians shall not take a carriage which is driven by a Jewish driver, or buy an apple from a Jewish pedler. That is the practical program of the boycott, and its final aim is the total expulsion of the Jews from Poland.
>
> "In many villages the anti-Semites collect the signatures of the peasants and send collective petitions to the Government in St. Petersburg that the Jews shall be expelled from their midst. And it is superfluous to say that the Government pays attention to this kind of popular voice. Abuse and maltreatment of Jews, in the cities as in the villages, in public places, in the streets, and even in the synagogs, has become a normal thing. There are numerous cases of murders of Jews, of incendiarism, and riots as the effect of the boycott.
>
> "A special press has been founded for the sake of propaganda of the boycott, and the daily paper of Warsaw, *Diva Grosha*, is leading the barbarous campaign. And this boycott press is seething every day with hatred, contempt, and inciting lawlessness against the Jews."

The causes of it, this "war of extirpation," are said to be social and economic. In the first place the Jews in Poland are rapidly increasing in numbers, both absolutely and as compared with the Poles. They are immigrating in large numbers from Russia. So, observes Dr. Syrkin,

> "The Polish nation, which is now organizing itself and is more and more awakening to the ideal of national independence, now faces the Jewish problem in all its gravity. The country has 15 per cent. of Jews, who are mostly concentrated in the cities. More than 50 per cent. of the population in the towns are Jews. Poverty and the political persecution of the Jews in Russia are bringing yearly new floods of Jews to the more industrially developed Poland."

Not that the Poles are under the influence of "the old nightmare that the Jews are exploiters, parasites, living on the organism of the other nation," which has prompted similar boycotts in other countries. Nor is it like the anti-Semitism of Germany, where the rivalry between the Jewish merchant class and the gentile does not greatly excite the mass of working people. As this Jewish writer goes on to explain:

> "The Jews in Poland are a hard-working population; artizans, workingmen, unskilled laborers, small traders, and pedlers who are necessary for the distribution of goods, form the bulk of the Jewish people. The number of Jewish capitalists is a limited one and will probably not exceed the percentage of Polish and German capitalists: The landowners and the officials are naturally gentiles. Nobody among the Poles claims that the boycott is a protest against Jewish social excesses. It is a national struggle in all its barbarous nudity and shamelessness. The Polish majority is organizing itself to expel from the country the Jewish minority, which became an important factor in economic competition. It is not a question of right, but a question of power. Whether it is morally right and historically justified is not to the point. The Jewish people, which is the minority, must be extirpated in the process of national revival of the Poles."

In the cities, we read, the Gentile artizans and workingmen are "competitors with the Jews"—

> "They are all, therefore, trying to take away from him his bread and his work through the boycott organization. 'Every man shall keep to his own,' is the characteristic war-cry. The boycott in Poland is based on real interests and opposition, on a national and racial war, which is in its essence, a social and cultural one."

Last, but worst of all from the Jewish standpoint, the boycott movement in Poland has a patriotic basis. Naturally, says Dr. Syrkin, the despised Jew is not a Polish patriot "and is usually indifferent to the national struggle which Poland is leading against Russia." He is not a particularly ardent supporter of the Polish language and culture. Jews in Poland, and especially those who are coming from Lithuania and the Prussian districts, "are not a resisting force against the policy of Russification which the Russian Government is leading." And the writer continues:

> "The Jews are therefore accused of being an alien and unpatriotic element in Poland, which is an obstacle to the national unity and political revival of Poland. The boycott movement is further nourished by Jewish indifference to Polish patriotism."

Bad as the situation now is, from the Hebrew standpoint, it is likely to be worse, concludes Dr. Syrkin, pessimistically:

> "The boycott movement is in the germinating stage of its development. It is growing in intensity in Poland and spreading beyond the frontiers of Poland. It is the most pernicious form of anti-Semitism, not of transitory character, but is organizing itself to even stronger and more dangerous blows. And the greatest tragedy is that the five millions of Jews in Russia are helpless and bewildered, watching the gathering clouds of the coming storm."

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MOTOR TRUCKS

MOTORS INSTEAD OF HORSES IN THE NEXT EUROPEAN WAR

As a result of trials in recent French army maneuvers, it is predicted that in the next European war the horse will be relegated to a place far in the rear. In its place will come the tractor and other motor vehicles. These tests were made over rough ground in a hilly country. One important fact by them shown was that the tractor can draw big 6-inch artillery guns over any road on which horses have drawn them. They can go wherever horses can go, and one tractor can handle a 6-inch gun on rough and heavy ground as easily as 25 or 30 horses. Tractors with these guns can make a speed of eight miles on roads and five miles across country.

In other ways, motor vehicles were made to supersede horses in these maneuvers. Fresh-meat supplies were carried by them from abattoirs to points within the lines. They transported aeroplanes along highways to points from which ascents were to be made. Motor-vans were converted into repair-shops and moved to any point where needed. Motor-buses from Paris, altered to meet conditions, were used as officers' headquarters. Ambulances were of the motor class. In fact, *Automobile* declares that the army, in these maneuvers, "was a motorized army from advance guard to rear-guard." Other interesting details of the maneuvers are given in the same paper as follows:

"Perhaps of the greatest interest was the four-wheel drive gasoline tractors used in the heavy artillery work. There were seven tractors, one of them being held in reserve, taking part in the maneuvers. Each train consisted of the tractor, an ammunition-wagon, the 155-millimeter cannon, and an ammunition-wagon. From ten to twelve men were carried on the tractor, and on each of the ammunition-wagons there was a brakesman. The tractor has a four-cylinder motor under a bonnet with separate cylinders of 4.8 by 5.9 inches. There is a single differential for the four wheels, contained within the gear-box and provided with a differential lock. The drive is by means of propeller shafts without universal joints, each shaft being rigid and all the gearing enclosed. The four wheels are not only positively driven, but are steerable. Twin rubber tires are mounted on the front and rear wheels, but provision is also made for fixing auxiliary ribbed steel bands for operation in soft ground. A sand-box is mounted ahead of the rear wheels with facilities for opening it from the driver's seat. Placed across the front of the motor is a winding drum with 300 feet of steel cable, the drum being driven from the motor and allowing vehicles to be hauled or the tractor to haul itself out of difficult ground at the rate of about 1.25 miles an hour. The weight of the tractor is about 2.5 tons and its useful load during the maneuvers was 6 to 7 tons. The total weight of the train was between 15 and 16 tons.

"With each army corps were several wireless telegraphy installations mounted on automobiles. A central post was established at Toulouse and another at Agen, and auxiliary posts at various points. These auxiliary stations were able to transmit messages distances of 150 to 180 miles, and the main stations kept in constant communication with the Eiffel Tower at Paris, a distance of 500 miles. Each installation consisted of two automobiles, the motor of the first driving the dynamo and generating current which was transmitted to the second vehicle equipped with the wireless telegraphy plant.

"Fresh meat was brought to the troops by means of transformed Paris motor-buses. The army has an agreement with the Paris motor-bus company whereby a large number of its vehicles can be taken over for military use in case of mobilization, and it is in connection with this agreement that motor-buses take part in the maneuvers. These vehicles are single-deck, with a 35-horse-power motor under the driver's feet. For army work the glass windows are replaced by wire-gauze screens and a wire-gauze sliding door is fitted. Meat racks are placed down the full length of each vehicle and the seats are removed. A load of 2.5 tons is carried.

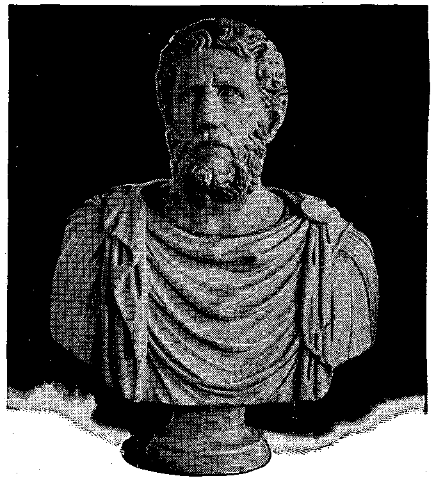
"During the maneuvers cattle were parked behind the line of troops about 30 to 40 miles behind the actual fighting line, and each morning the meat wagons were loaded and sent out to the troops. It was found advisable, in most cases, to unload the meat at a determined point amid the body of the troops and have the final distribution take place on the regimental horse-drawn wagons. By this means the driver of the automobile was not obliged to make journeys over narrow lanes and across country in search of scattered and hidden groups of men. This distribution of meat by automobiles made it possible to maintain the abattoirs in a suitable position near a railway station from which the cattle were unloaded.

"Practically all supplies were brought to the troops by means of automobile-trucks. These were either army trucks or army subsidy types belonging to private firms and requisitioned for the period of the maneuvers. In this latter case the drivers were reservists who habitually drive these trucks, or they were reservist mechanics supplied from the automobile factory. The owners are accorded an indemnity for the use of the vehicles, fuel and oil being provided by the army, while the drivers receive the ordinary army pay. The trucks worked in sections of nine, altho in actual warfare the sections number eighteen vehicles.

SIDEWALK GASOLINE-PUMPS

A familiar feature to motorists during the past season, and in some places for a longer time, has been the sidewalk gasoline-pump. They have drawn much transient trade, prices in many of them being below those charged at prominent garages. Some of these pumps have been made especially attractive by illuminated posts in which the pumps are contained, these posts serving as excellent advertisements. Small villages, as well as some of the larger cities and even the suburbs of New York, have shown these gasoline-pump posts doing duty at once as signals to the passer-by and as a convenience in filling gas-tanks on cars while the car stands at the roadside, the necessity of entering a garage being avoided.

(*Continued on page* 764)



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"*When bread is baked, some parts are split at the surface, and these parts are beautiful, and in a peculiar way excite a desire for eating.*"

—*MARCUS AURELIUS—Roman Emperor*

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"There's a Reason"

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Those who are within the world of Cadillac ownership are enjoying luxuries to which you must remain a stranger so long as you are outside that world

Motoring, as you know it, and motoring as the owner of a 1914 Cadillac knows it, are two distinct and different things.

The new Cadillac neither rides nor drives like any other motor car.

It is not that the two speed direct drive axle has changed the principle of the Cadillac engine.

But it has conferred upon it, powers which it did not possess without it.

It has altered the performance—changed the character of that performance—and changed the sensations resulting from that performance.

So, those who are within the world of Cadillac ownership, are enjoying luxuries to which you must remain a stranger so long as you are outside that world.

And they are marked, these differences—these peculiar luxuries of the Cadillac.

So marked, that we doubt if you can drive the memory of them out of your mind after a single ride in the Cadillac.

They are not easy to describe—though you will be conscious of them before the car has travelled half a mile.

But, let us see if we can give you an idea.

You know what the Cadillac—and the Cadillac engine—were before the advent of this 1914 car.

You know that it was notably free from tremor.

You know that it did not lunge forward, but forged forward, majestically, like a battleship.

These were the natural fruits of Cadillac construction—refined and developed to an extraordinary degree.

And now, new qualities and new functions have been conferred upon it, by means of a second—supplemental—principle.

This other principle—the two speed direct drive axle—takes the Cadillac at its high point of development and extends it.

The new Cadillac axle has two direct drive gear ratios.

Eliminating all technicalities from the subject, the advantage of the high direct drive gear ratio consists in the fact that through it, a given speed of the engine produces an increase of 42 per cent in the speed of the car.

Out of this central improvement grow those differences in operation to which we have referred.

Keeping in mind the more slowly moving engine, *you sense at once that infinitely greater steadiness must follow.*

Holding fast to the same mental picture, *you see that vibration must be reduced almost to the vanishing point.*

Imagine the car with the low direct gear, operating at an engine speed of 700 revolutions per minute.

The car will travel 21 miles per hour.

Shift the electric switch and pass into the high direct drive gear ratio, and the speed of the car increases to 30 miles an hour *with no increase in the speed of the engine.*

Unconsciously, when you change gears, you look forward to the apparent effort and labor of the engine to be increased.

It does not come.

The trembling does not come.

No shock, no disturbance is communicated to the car or its occupants.

The steady pressing onward of the car is uninterrupted—the smoothness is continuous.

You forget the engine, you forget the car. There is only quiet—and a soft swinging through space.

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They have attained it by methods which lower the fuel consumption, decrease friction and reduce appreciably the cost of operation.

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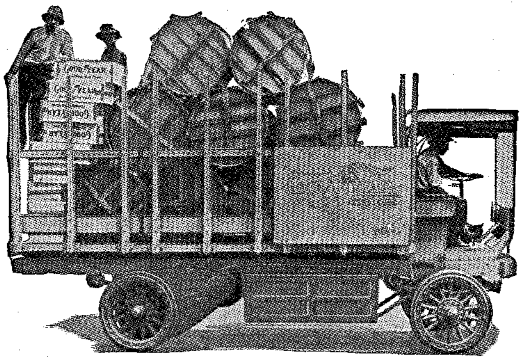
All prices are F. O. B. Detroit, including top, windshield, demountable rims and full equipment.

Cadillac Motor Car Co. Detroit, Mich.



Baker Electric Trucks

Cost more than any other make of electric truck manufactured, and they should. Every extra dollar put into their construction is worth ten to the owner in the saving of repair bills.

Two Sets of Double Brakes

One set *might* do, but two sets are *safer*. Think of the risk to life and property in handling a six ton rolling weight on a ten per cent grade, with a single brake! The Baker truck is protected not only by *two sets* of powerful brakes, but also by their superior construction. Every important joint is bronze bushed to prevent freezing, and the shoes are lined with a quality of asbestos fabric which will not burn or wear to the danger point.

Pressed Steel Chassis Frame

Another example of Baker superiority is the pressed steel chassis frame which combines lightness and strength. Compare this standard gasoline pleasure car construction with the commercial angle, channel or eye beam iron used in many electric trucks, at one tenth the cost.

Baker brakes and frame construction materially add to the cost of the truck but save this difference every year in repair bills and protection against accidents. There are a dozen other advantages in the Baker which make it cost a little more to purchase and a good deal less to run.

Get our book "Why An Electric Truck"

The Baker Motor Vehicle Co., Cleveland

Baker Electrics

By order of United States Government (Navy Department).
Memorial Tablets
Are being cast of bronze recovered from
Wreck of U.S.S. Maine
By Jno. Williams, Inc. Bronze Foundry, 538 West 27th St., New York
Send for illustrated book on tablets. Free.

HAVE YOU A DOG?

Keep your dog well—his coat glossy—limbs supple—spirits high—by securing free medical advice from Polk Miller, and by using "Sergeant's Condition Pills," the greatest known tonic for dogs, and "Sergeant's Sure Shot" capsules for worms—they never fail—price 50c and $1.00 per box at druggists and sporting goods stores, or prepaid direct by mail. Send 50c for Polk Miller's great 64-page illustrated book on "Dogs and How to Treat Them." No dog owner should be without it.

POLK MILLER DRUG COMPANY 809 Main St., Richmond, Va.

Illustration half size.

This is a Royal Olvule—that little capsule of the highest priced olive oil on earth. Royal Olvules, taken regularly and often, relieve constipation and keep the intestines healthy. No drugs, no medicines—nothing *but* the purest olive oil in

Royal Olvules

that put new life in your nerves, tissues, blood. Easy to take. Slip down like a grape. Build flesh and give strength—97 per cent. nutritious. They'll help you. Send 25c for sample box of 24 or $1 for box of 120, *delivered free anywhere*, U. S. A. Reference, any bank in Philadelphia.

THOMAS MARTINDALE & CO., 1091 MARKET ST. PHILA. PA.
Cable address—Martindale, Philadelphia.

MOTOR-TRUCKS

(*Continued from page* 762)

Another advantage of this system is its safety and the saving in insurance. None of the gasoline is handled indoors, or in portable cans and funnels. With the pump comes a measuring device, so that seller and buyer may both know the number of gallons poured into the tank. The system, besides the pump and decorative pillar enclosing it, includes an underground tank, sometimes under the sidewalk, more often on private ground outside the walls of a garage, a pipe connecting this tank with the pump several feet away. At least ten makers of tanks and pumps of this sort here described are now in business. In general, the outfit is the same in principle; altho the pumps and parts differ in details. Each is described in *The Automobile* of October 9. Makers of them do business in various parts of the country, including Fort Wayne, Ind., Cincinnati, Cedar Rapids, Iowa, St. Louis, Milwaukee, and Springfield, Mass.

THE TROUBLED FUTURE OF THE MOTOR-TRUCK

Much interest has been shown in a recent communication, sent out by the Automobile Chamber of Commerce, as a statement of conditions and prospects in the motor-truck industry. These conditions, as described in *The Horseless Age* in comments on this communication, "are not entirely satisfactory." That paper does not deny that "there has been too great a rush into the commercial-vehicle industry during the past three years," for the rate of technical progress has not warranted the rapid expansion that has taken place. It is because boards of trade have offered building sites free and makers of parts have extended too liberal credit to motor-truck factories that factories have grown up "in mushroomlike fashion and competition has become so very keen."

Under these conditions unbusinesslike habits of price-cutting and giving unreasonable guaranties have grown up. The writer does not question the great future that awaits the motor-truck business. The truck-horse "will just as surely disappear from the business thoroughfares of our city as the carriage-horse has almost disappeared from our boulevards." External conditions are therefore favorable enough for this industry; where improvement is needed is in internal conditions. One of the most crying needs is for fixt prices for single vehicles and fixt discounts for numbers of them.

An impression once prevalent that to make motor-trucks was the easiest of roads to wealth has been, or should soon be, dissipated. The fact is that this industry is "even more difficult and exacting than the pleasure-car industry was at the same stage of its development." This is mainly due to the fact that, with pleasure cars, "the enthusiasm of the motorist prompted him to put up with many inconveniences and tribulations, which the commercial-vehicle owner will not endure."

These troubles in the motor-truck industry have been aptly described as "its growing-pain." *The New York Journal of Commerce*, in commenting on the subject, apropos of the shutting down of the Alco truck plant, remarks that "there are too many truck-makers—over 400, according to one well-known list." Of these about three-quarters could be eliminated "as not very serious attempts." But they contribute to an unhealthy situation. They come and go overnight, as it were, and in the trade a belief is growing that five years hence not more than twenty responsible companies will be making trucks."

That motor-trucks cost too much is also contended by this paper. Far-seeing men agree that motor-trucks must more and more be adopted in business, but "the immense sums necessary to install them are holding back the demand from attaining its ultimate magnitude." If two-thirds of the present manufacturers would go out of business, permitting the fittest to survive, "every one would be better off." Production would then be cheaper, sales would be made at less expense, and competition would assume far more healthy conditions.

A distinct need in the industry is "education among users of trucks," as to how to use them—how to get from them the greatest possibilities. Ignorance in these lines is one of the chief causes of the halt in progress in the industry, but above all things else stands the fact that "too many men, not interested heart and soul in the business, are still floundering in blind ignorance of its complex problems and holding it back." The communication from the Automobile Chamber of Commerce referred to contained among others the following interesting points:

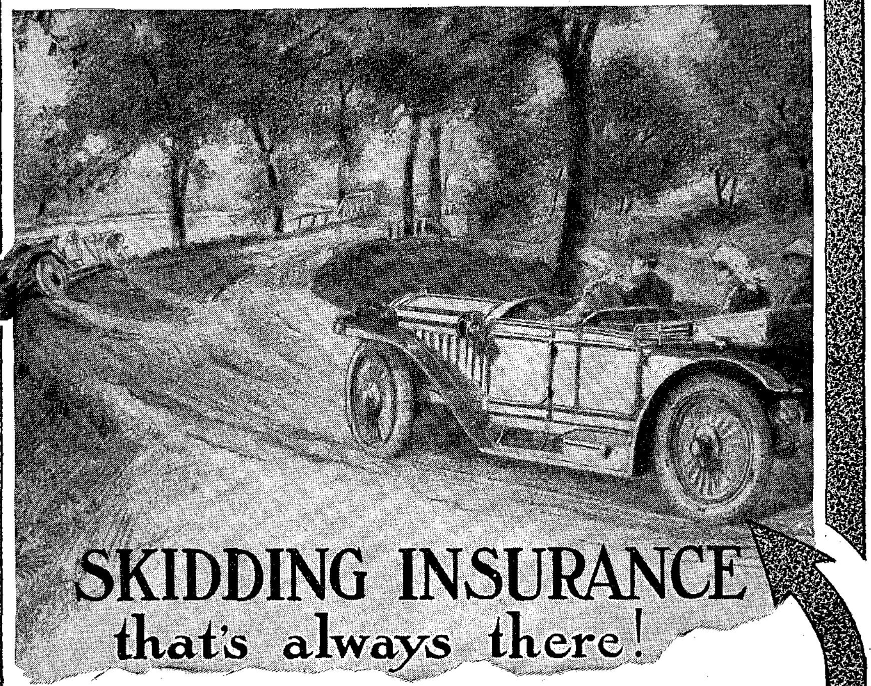
"While tremendous strides have been made, especially in the last three years, in the truck business, it must be remembered that the truck industry is still much younger than the passenger-car business. The motor-car business has grown to be one of the leading industries of America within a space of time so short as to be almost incredible, were not the actual figures on hand to substantiate it. What, then, must be the future of the truck industry? It is definitely assured, and there is little doubt that when the truck industry reaches the same business-development stage as the passenger-car industry has reached to-day, it will have a tremendous volume.

"So far as actual mechanical development is concerned, the motor-truck has derived a great deal of benefit from the fact that the passenger-car industry was first in the field. On the other hand, it has been handicapped at times by this precedence, owing to the unbusinesslike principles pursued by many of the companies engaged in making and selling motor-cars, a condition for which the rapid growth of the business has been directly responsible.

"Unbusinesslike methods, such as price-cutting, absurd guarantees, and extravagant promises of free service; time payments without adequate security and insufficient financial resources to finance such payments; extravagant overhead and sales expense, and such kindred evils, have been indulged in time and again by short-sighted companies, and some of these have actually survived in the passenger-car business, and are still struggling along. But when the same methods are applied to the truck business, the result brings swift and certain disaster.

"Nevertheless, some truck companies, in their anxiety to force their product upon the market, have resorted to the above-mentioned disastrous methods, and the result has been that not only the companies

(*Continued on page* 767)



SKIDDING INSURANCE that's always there!

The non-skids that you can trust are the kind that's **always** on the wheels. Most skidding accidents happen because the chains are in the tool box or at home, instead of on the wheels.

Sudden showers—wet places in a dry road—freshly watered streets—oily roads—how often do you stop and put on non-skids for these? You know you ought to, but it's easier to take a chance! Your passengers may worry, but they seldom say anything—till you chance it once too often.

You wouldn't take a chance **even once** if you had the modern non-skids—the kind that's always ready for business, and that prevents not only skidding, but punctures and road wear as well, and prolongs the life of the tires.

Woodworth Treads

Woodworth Treads are put on the tires and then simply forgotten till they wear out. They enable the motorist to enjoy the benefits of pneumatic tires without the penalties of rubber. By preventing punctures and cuts, they avert premature fabric decay and the resultant blowouts, without resort to fussy vulcanizing. They are always ready for wet roads: instead of chafing the tires like loose non-skids, they actually **save more than their cost** by the mileage they **add to the tires.**

Woodworth Treads differ from all other so-called protectors in the method of their attachment, by which chafing is made impossible. Instead of being fastened to the rims, they are drawn **permanently** snug by strong coil springs going around each edge. Hence they can never stretch loose; and **chafing, which is due to looseness, cannot occur.** They are tire protectors in fact as well as in name.

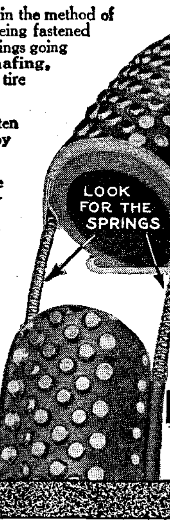
Don't spend money on troublesome loose non-skids, which shorten instead of increasing tire life! Put on **Woodworth Treads,** enjoy skidding insurance that's always there, and save money!

WE GUARANTEE Woodworth Treads not to injure the tires, and we will repair or replace free any tire so damaged. We guarantee them to outlast any other style of protector, and we will refund the full purchase price within 60 days after purchase on any pair that does not do all we claim.

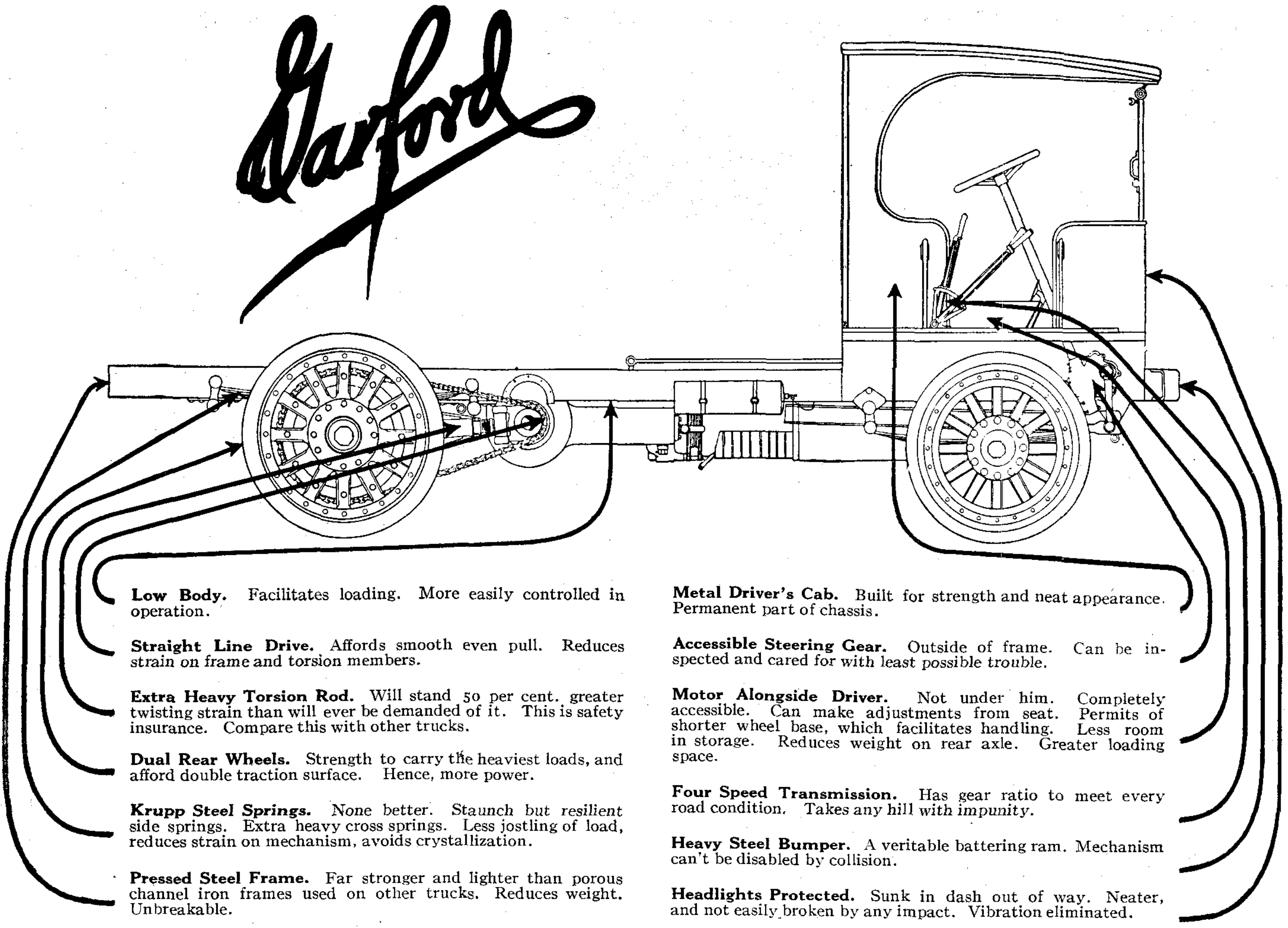
All the large supply houses—those that stand back of the goods they sell—carry **Woodworth Treads.** If not convenient to order of them or through your dealer, we will ship direct, express prepaid.

Write your name and address on the margin of this page, and mail to us for booklet on tire preservation, useful to any motorist.

LEATHER TIRE GOODS COMPANY
2006 Whirlpool Street NIAGARA FALLS, N. Y.
New York Store, 1608 Broadway



THE TIRE COVER THAT DOES NOT CHAFE



Low Body. Facilitates loading. More easily controlled in operation.

Straight Line Drive. Affords smooth even pull. Reduces strain on frame and torsion members.

Extra Heavy Torsion Rod. Will stand 50 per cent. greater twisting strain than will ever be demanded of it. This is safety insurance. Compare this with other trucks.

Dual Rear Wheels. Strength to carry the heaviest loads, and afford double traction surface. Hence, more power.

Krupp Steel Springs. None better. Staunch but resilient side springs. Extra heavy cross springs. Less jostling of load, reduces strain on mechanism, avoids crystallization.

Pressed Steel Frame. Far stronger and lighter than porous channel iron frames used on other trucks. Reduces weight. Unbreakable.

Metal Driver's Cab. Built for strength and neat appearance. Permanent part of chassis.

Accessible Steering Gear. Outside of frame. Can be inspected and cared for with least possible trouble.

Motor Alongside Driver. Not under him. Completely accessible. Can make adjustments from seat. Permits of shorter wheel base, which facilitates handling. Less room in storage. Reduces weight on rear axle. Greater loading space.

Four Speed Transmission. Has gear ratio to meet every road condition. Takes any hill with impunity.

Heavy Steel Bumper. A veritable battering ram. Mechanism can't be disabled by collision.

Headlights Protected. Sunk in dash out of way. Neater, and not easily broken by any impact. Vibration eliminated.

Why This Truck "Delivers"

THE Garford chassis is scientifically correct. It is not merely a truck made to haul things to and fro. It is built to meet existing conditions, exactly as they are—and to meet them with the utmost economy. That is why it gives five to six miles to a gallon of gasoline and *not* two or three.

Study the analytical diagram above. Every part is constructed and designed for the utmost commercial efficiency. The frame, the axles, the springs, the motor, the steering knuckles, the torsion rod construction, the straight line drive, —every individual piece and part is made to cope with to-day's conditions. That is why the practical Garford "delivers."

Over 65% of our business is "repeat" orders. This is probably the highest percentage of "repeats" any manufacturer can show. It's a tribute.

Garford Trucks come in two, three, four, five and six ton capacities. For larger sizes we advise the famous Garford trailers.

Representative or complete literature and information on request. And it will pay you to investigate.

Please address Dept. 4

The Garford Company, Elyria, Ohio

MOTOR-TRUCKS

(*Continued from page* 765)

themselves have quickly become bankrupt, but their methods have produced a bad effect on the entire industry.

"Probably no other piece of machinery is subject to the same amount of neglect and abuse as a motor-truck, on the average. For this reason it is essential to the purchaser that the company producing the truck remain in business if the customer is to receive the maximum service from the truck. Therefore, it is of the utmost importance and ultimate benefit to the purchaser of motor-truck equipment to deal with a company which is sound financially, and conducts its business on a conservative and businesslike basis.

"Within certain limits, a reduction in the price of trucks is justified by an increased volume of business, but at the present time no truck manufacturer has reached the point where any appreciable cut in prices is safe. Consequently, when a company suddenly announces distinctly lower prices on its products, it is safe to assume that this company has been experiencing difficulty in marketing its trucks, due to constructural defects, obsolete design, or other causes, and is taking the price-cutting method of unloading, with more than a probability of going out of business, or abandoning that make or model, plausible explanations to the contrary notwithstanding. When these so-called bargains are offered, the prospective purchaser should take pains to inform himself as to the financial condition of the company, as such an investigation will be pretty sure to explain the reason for the sudden drop in price.

"Suppose there are five thousand trucks of one make in a certain city, a supposition which will certainly be true inside of ten years. Every truck should be thoroughly overhauled at least once a year; and the average time for such an overhaul is about two weeks; longer when repainting is done. This means that there will be almost two hundred trucks constantly in the shop for this purpose, without taking into account the number that will come in between time for adjustments, minor troubles, damages from collisions, etc. And five thousand is not the limit, by any means; it is only the beginning. When the realization of the amount of floor space necessary to accommodate several hundred trucks, with room enough around each one to work, is grasped, the utter impracticability of taking care of them at any central service station is apparent.

"Users of motor-trucks, especially those who have gone into motor equipment on a large scale, are beginning to realize that the benefits derived from the employment of trucks is in direct proportion to the care and system with which the trucks are handled. The large department stores of the United States, with their elaborate delivery service, probably have studied the motor-truck problem more carefully than any other of the large classes of business. At the present time, practically all of the largest stores in the various business centers of the country are handling the bulk of their delivery business by motor-trucks, and many of them have completely motorized their delivery equipment, with extremely satisfactory results in increased service at lower cost, and a resultant increase in business.

"The stores that are making the most marked success with motor-trucks are those which are handling their trucks on an intelligent and businesslike basis. Where there are enough trucks to warrant it, a more or less complete service garage is maintained for the proper care of the trucks, with carefully trained men in charge. Detailed records of the operation of every truck are scrupulously kept; and the human element of the driver is eliminated as far as possible by an accurate checking system. These stores understand thoroughly the importance of keeping their motor equipment up to its greatest efficiency; and to this end they maintain service departments and keep accurate records of every truck, making their purchases judiciously, with their own experience as a guide."

CROSSING ALASKA IN A MOTOR-TRUCK

By the middle of September a corps of army engineers completed an expedition into Alaska by motor-truck. They reached a point within two degrees of the Arctic Circle. This is declared to be "the farthest northern point ever reached by a motor vehicle." On this journey the truck made its way among glaciers and ice-clad mountains. Giant boulders had to be blasted away and dense forests penetrated after routes had been cut through them. Snow-slides were encountered and quicksands presented problems. By the new route established by this trip over a month is saved in reaching the headwaters of navigation on the Yukon. Stirring incidents of the trip are contained in a letter, intended for the press, dated at Valdez, the point of departure on the southern coast:

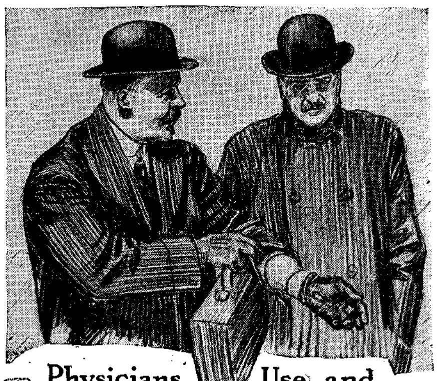
"Fording scores of glacial streams, running through cañons and crevasses of solid ice from 800 to 1,000 feet in depth, crossing the Alaska and Chugach mountain ranges on steep and icy trails over unused passes, blasting their way through forests and giant boulders, the party drove from Valdez to Fairbanks and return, a distance of 826 miles in 19 days. Thrilling experiences with snowslides, washouts, and quicksand were reported.

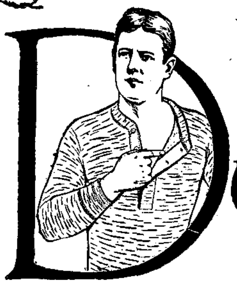
"The expedition was typical of Uncle Sam's method of getting important information. A 1,500-pound truck had been shipped to the Alaska road commissioners early in the summer. It was delivered in Valdez on July 26, and two days later it was started on the trail to Fairbanks, there to be joined by Lieutenant-Colonel Richardson, president of the board of road commissioners, and other engineers.

"The truck left Valdez with a load of supplies and a quantity of mail for camps along the military telegraph line. Considerable mail was carried to points where none had been received in over a year. In order that the trip might reveal average conditions, the truck was not especially equipped, except in the matter of fuel and road tools. Food was carried for use only in the desolate regions where there are no 'road houses' or settlements.

"Leaving Valdez in a drizzling rain, the party crossed the delta of the Valdez glacier and almost immediately entered Keystone Cañon, 14 miles long, whose walls of ice and rock rise nearly a thousand feet above Lowe River, a typical glacier stream. The entire region is volcanic, showing great outcroppings of mineral, with rock of weird formations and varied colors. Great ledges of iron ore gave a reddish tinge to the walls. The surface was covered with a thin blanket of volcanic ash.

"At the finish of the trip on August 19, the truck was again placed on the trail to carry supplies and mail to road camps and settlements in the vicinity of Valdez. Colonel Richardson said he believed that the road work contemplated by the Alaskan commissioners will make it possible to go from Valdez to Fairbanks in four days next summer."





Physicians Use and Recommend Duofold!

Physicians—who must be ready at all times to leave fireside warmth for the blizzard's blast — are the most enthusiastic users of

Improved Duofold Health Underwear

For *Duofold* is virtually two garments united in one—an *outer* fabric of warmest *wool* that insures protection from the bitter winds, and an *inner* fabric of softest *cotton* for the perfect comfort so essential to the calmness of professional men.

And many a man, to whom winter heretofore meant discomfort, disease and ill-health finds *Duofold* a most efficient protection against ills that follow winter chills.

For *Duofold* not only retains heat and shuts out cold—but the air-spaces between widely placed stitches ventilate the skin pores, absorb perspiration and moisture, and insure at all times soft, dry, chill-proof undergarments that promote and protect your health.

Eminent physicians freely give you this advice—"*Wear Duofold.*" It means *better health* and *winter comfort* for *you.*

Write us today for Free Sample of DUOFOLD material, and illustrated DUOFOLD Booklet. Get DUOFOLD garments from your dealer.

Union Suits Separate Garments
All Sizes Several Weights

DUOFOLD HEALTH UNDERWEAR CO.
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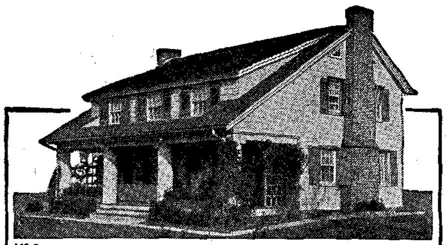
"Nepperhan," the residence of Mr. Arthur Collins of Yonkers, N. Y. Arthur T. Remick, Architect, 103 Park Avenue, New York City. Heated with a Pierce-American hot-water boiler and Pierce-Louraine radiation.

Do not leave the question of house heating to others

You pay the coal bills, you suffer if the heat isn't there, you get the drudgery if constant care is demanded. Therefore you are the interested party. For that reason we have written a Heat Primer expressly for you—a primer that tells you, in simple language, just the things you should know before taking up the heat question with your steam-fitter. The Primer,

What Heat for Your House

(Sent free on request)

is a book of facts, backed by the experience of a house that has been building successful heating plants for over 35 years. Send for the Primer, read it and then talk to your heater man.

Pierce Boilers and Radiators

PIERCE, BUTLER & PIERCE MFG. CO.
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REVIEWS OF NEW BOOKS

HISTORY AND BIOGRAPHY

Guardia, Ricardia Fernandez. History of the Discovery and Conquest of Costa Rica. Translated by H. W. Van Dyke. Illustrated. Map. Cloth, pp. xxi–416. New York: Thomas Y. Crowell Company. $3 net.

Investigation into the archives of Spain and of the Spanish-American countries has been very fruitful of late—especially in the archives of the Indies at Seville. From his studies there and in other collections, Señor Guardia has prepared a popular record of the discovery and conquest of his native land, dealing with the period from the voyages of Columbus to 1821. Many a step in the winning of this new west by Spanish arms and Spanish crosses is here told that has not been generally known, and many a valiant conquistador and heroic friar makes his reappearance after long years of oblivion. It is worth noting that in spite of outbreaks of cruelty and of bloodthirsty conduct on the part of some of the leaders, the explorers and conquerors in the main followed the injunctions of his Catholic Majesty the King of Spain against the spoliation and barbarous treatment of the Indians. One wishes that Señor Guardia's narrative had been so constructed as to give one a more unified picture of the period as well as a mass of valuable but easily forgotten detail.

Douglas, James. New England and New France. 8vo, pp. 560. New York: G. P. Putnam's Sons. $3 net.

The subtitle, "Contrasts and Parallels in Colonial History," is a sufficient description of the book. Mr. Douglas compares the motives of the French in Canada and the English settlers in New England, and shows wherein they differed in the treatment of the Indian, in the status of women, in educating the young, in the position taken by the Church. The chapters showing how the failure of the New England colonists' experiment in theocracy led to the building of a nation, and how the French, with their greater influence over the natives and their greater zeal for exploration, were handicapped as founders of a permanent colony, are especially interesting. Mr. Douglas makes no effort to tell in a consecutive narrative the history of either new France or Colonial New England, but he succeeds in giving, largely from contemporary documents, clear accounts of the facts and influences most important to that history. The portraits, maps, and other illustrations are well selected, and add to the value of a work which will probably be appreciated by the American reader who has been in Canada and would know more of its past.

Grinnell, George Bird. Beyond the Old Frontier. Pp. 363. New York: Charles Scribner's Sons. $1.50.

This book deals with "explorations, hunting, the taking of fur, and Indians in peace or war," in all of which there is excitement and intense interest. It looks back at some of the happenings in the forgotten West, the vast territory lying between the Mississippi River and the Pacific Ocean, which fifty years ago had few white inhabitants. Fur traders of the Northwest Company and the Hudson Bay Company, in pursuit of beaver and other skins, had thrilling and adventurous lives. No story-book could furnish more hair-breadth escapes than the chronicle of the every-day existence of these pioneers. The commercial ventures of John Jacob Astor and his assistant, Alexander Ross, involve dramatic episodes, as do those of such men as McKay, McKenzie, McDougall, and Stuart. There are chapters in the book devoted to frontier forts, uprisings of Indians, the tactful skill in dealing with the different tribes, and a comprehensive account of the Bents and George Ruxton. While a record of historical facts appreciatively described, it is as fascinating as the most startling "Boy's Book." It records wonderful changes that were necessary in producing present conditions in the widely populated West.

Shelley, Henry C. The Tragedy of Mary Stuart. Pp. 389. Boston: Little, Brown & Co. $3.

There are few who have not studied some phase of Mary Stuart's life, but it is difficult to find a strictly unpartizan estimate of her character and life, even tho she lived only a little over forty-four years. Mr. Shelley has thoroughly familiarized himself with the scenes associated v was Queen Mary's development, and has ivent. access to all the documents penned e, be- the fateful months of the tragic part t was life. It is those fifteen months of in all moving destiny that he has chronicled urt. faithful accuracy, giving, in a prolog nd epilog, the years of preparation and th closing scenes of her tragic existence.

Perhaps Mary Stuart is only what her inheritance and environment made her, but the events of the years 1566–67 give one little in her to admire or commend. She was always a "bewitcher" of men, but it is not proved that she was beautiful, tho she was certainly fascinating. All the revolting details of Rizzio's murder, her marriage to Darnley and her part in his murder, and her espousal of Bothwell, are stated without attempt to conceal Mary's true character, which was always grossly sensual; but, even after her intrigues and plottings, imprisoned or free, she was a commanding figure in history and an interesting study. This book is especially valuable for its direct method, concise form, and its accurate adherence to historical fact.

Austen-Leigh, William and Richard Arthur. Jane Austen, Her Life and Letters. Pp. 428. New York: E. P. Dutton & Co. $3.

This new addition to the "Lives" of Jane Austen, whose popularity shows no sign of diminishing in either England or America, is issued for the purpose of laying new facts before the reader, placing old facts in new light, and removing some misconceptions. It is what the title implies, "A Family Record." The family was large enough to furnish engrossing and dramatic incidents to those vitally interested in its fortunes. Our information

(*Continued on page* 770)

NATCO·HOLLOW·TILE

ALL the advantages that you associate with Hollow Tile construction are the achievements of the one brand, **Natco Hollow Tile.** The skyscrapers that have established the standard in fireproof construction are built of **Natco Hollow Tile.** The safety from fire that you may have seen demonstrated in other hollow tile homes or industrial structures is the safety contributed by **Natco Hollow Tile.**

There is no chance for you to go wrong in the selection of **Natco Hollow Tile.** We stamp each block **"Natco".** Each **"Natco"** block represents a perfection in Hollow Tile, which only an organization of our great dimension and years of persistent improvement could offer. The whole idea of Hollow Tile construction is to eliminate entirely the risk of fire and weather-deterioration, and such a risk is just what you take upon yourself when you accept a substitute for **Natco Hollow Tile.**

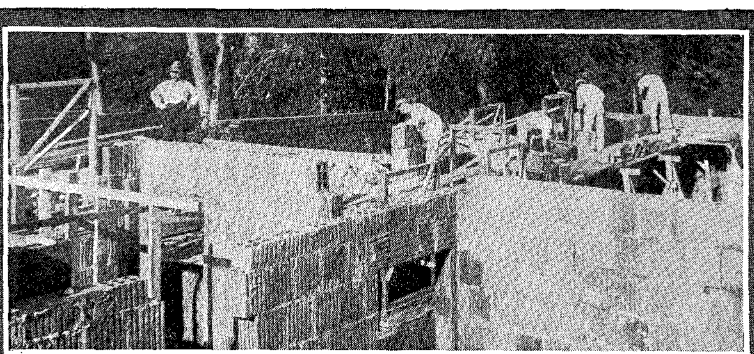
The advisability of **Natco Hollow Tile** construction is confined to no type or types of buildings. In its various designs it makes a practical material for all buildings. Its use involves a little, but only a little, more expense. Partitions, floors and roofs need fireproof material as much as walls, and the specification of **"Natco Throughout"** is a precaution every builder should take.

Before defining your building plans, send for our 64-page handbook, "Fireproof Houses," fully describing, with illustrations, every detail and phase of **Natco** construction. Contains 80 photographs of **Natco** buildings. Mailed anywhere for 20 cents to cover postage. *Write for it today.*

NATIONAL·FIRE·PROOFING·COMPANY

Dept. V, PITTSBURGH, PENNSYLVANIA

Organized 1889



Offices in all Principal Cities

Two New Ideas About Painting Factory Interiors

IF you understand the subject of giving a factory interior the most suitable finish, you are one of a small (but increasing) minority. There are, mainly, two wrong notions about it.

Most owners realize the many advantages of coating the walls and ceilings of their factories. They know it will improve the light in the rooms, give a clean, attractive appearance, help their employees to a better frame of mind, etc., etc.

But they have learned by experience—their own or that of other persons—that the ordinary paints sold for this purpose are highly unsatisfactory. Most of them are cold-water paints. These are little better than whitewash. They usually contain organic matter; hence are likely to mold, developing germs and producing an unpleasant "damp" odor. Lead-and-oil paints, on the other hand, contain a poisonous pigment, and soon turn yellow, losing considerable of their power to reflect.

So much most persons already know about the subject. But there are these two important facts, which many are now learning for the first time:

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2. Still more surprising, it is as cheap or even cheaper than the ordinary paints. The initial price is not any greater—it sells for $1.50 a gallon, the usual price of lead-and-oil paints. But it brushes out so freely, it has such great covering power, it has such long life—that in the long run its use is a decided economy.

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REVIEWS OF NEW BOOKS

(*Continued from page* 768)

in regard to Miss Austen's life and character, we are supposed to absorb from her letters, and most of those are written to her elder sister Cassandra, to whom she was unusually devoted and from whom she was rarely separated. The letters reveal no startling brilliancy, no especial literary enthusiasm or inspiration, but, in the intimate expressions of every-day life and gossip of balls and people, we find a unique sense of humor and an element of appreciative fun so markedly characteristic of Jane Austen's style. Jane Austen was a woman of normal, lovable disposition, sweetness of temper, and of a retiring disposition; she disliked notoriety, and was in keen sympathy with brothers, sisters, nieces, and nephews. Only in her later letters does she allude to her writings, and then she speaks of her characters as live personalities, seeing resemblances to them in chance acquaintances and even in pictures.

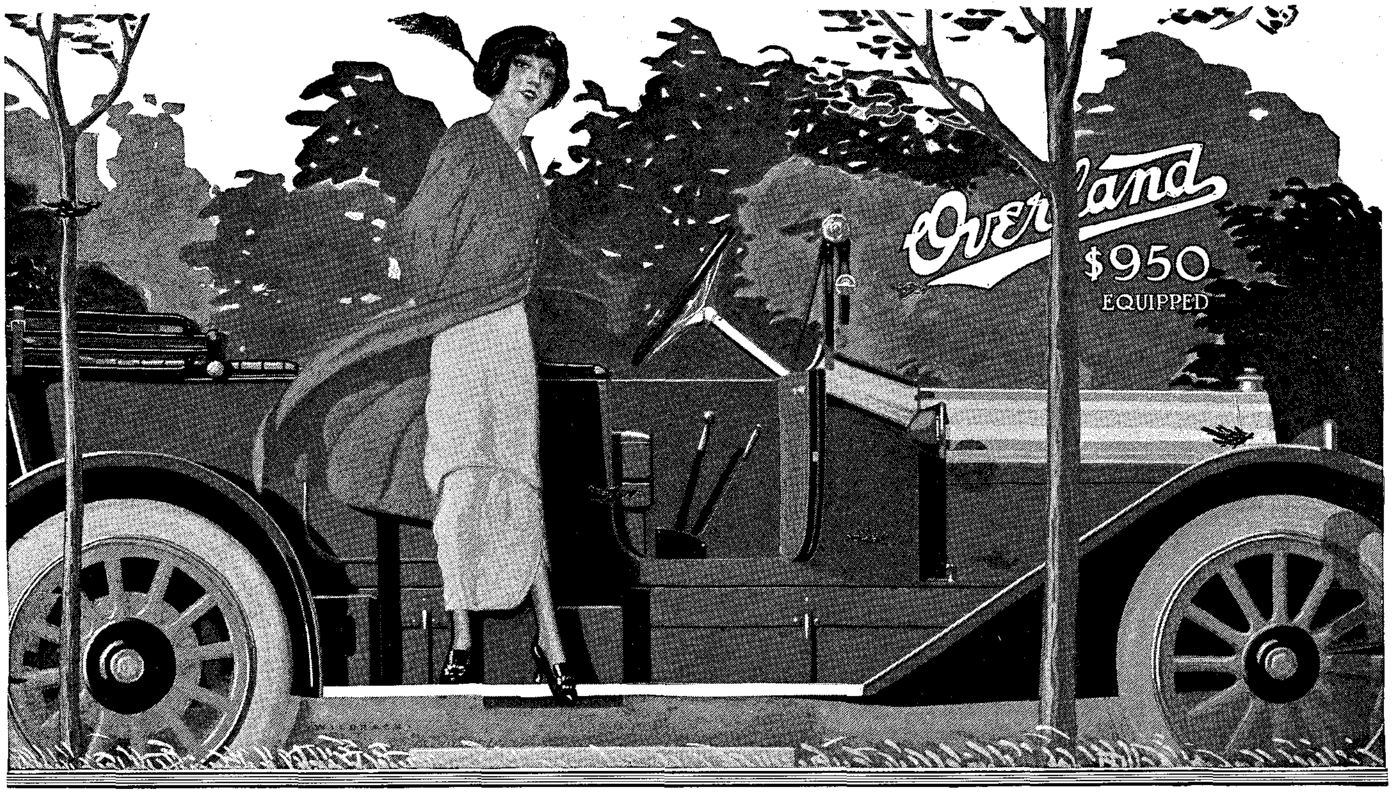
D'Aulnay, Baroness, Marie Catherine. Memoirs of the Court of England in 1675. Translated by Mr. William Henry Arthur. 8vo, pp. 445. New York: The John Lane Company. $4.50 net.

These memoirs show that the comedies of Wycherly and Farquhar were accurate and literal descriptions of the manners and morals of their licentious age. The author herself is a type of the unfettered of the seventeenth century. When she was thirteen years old she was in love, or thought herself in love, with a man of forty whose acquaintance she had sought by addressing him in letters of love and passion copi[illegible] word for word from romances. This [illegible] while she was being educated in a co[illegible] M. de Blossac, the object of her flam[illegible] haved very badly to her. Of course i[illegible] to be expected that she would revel [illegible] the scandals of the Restoration Co[illegible] She has really produced a sparkling a[illegible] vivid picture of which Charles II., "wh[illegible] never said a foolish thing, and never did a wise one," is the center. The Duke of Monmouth, his son, Prince Rupert, Buckingham, and many of the reckless and ruffianly bucks of the day pass swaggering over the scene. Amid her maids of honor is set forth the figure of the Queen. The career of Nell Gwynn is delineated with the enhancement gathered from matter hitherto unpublished, and there are sixteen illustrations, the frontispiece being a photogravure portrait of the baroness herself. Those who have known Madame d'Aulnay merely as the authoress of fairy-tales which are to be considered, both in French and the English version of them, classics of fine water, will welcome a book which shows her as a very gifted describer of actual persons whose wit or wickedness she so keenly appreciated.

Halliday, W. R. Greek Divination: A Study of Its Methods and Principles. London and New York: Macmillan Company. Cloth. $1.60 net.

This is a volume for the specialist in anthropology or comparative religion only, and for one who is thoroughly up in his Greek and Latin. It is evidently a by-product, but a worthy one, of the author, who is lecturer in Greek history and archeology in Glasgow University. The sources are original and the frequent citations are untranslated, so that the reader is on his classical mettle throughout. The scope of the book is not fully indicated by

(*Continued on page* 772)



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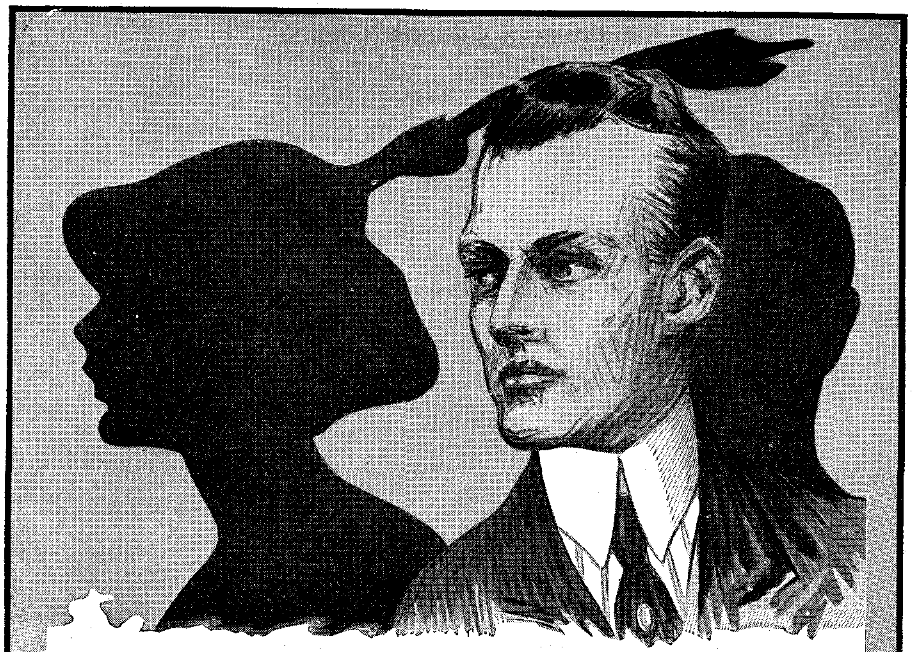

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REVIEWS OF NEW BOOKS

(*Continued from page* 770)

its title, in that it takes in Roman as well as Greek divination. Moreover, the modern point of view is taken and sustained, since the subject of divination is reached only after discussion of magic, ritual, mantics, and the ordeal. After this broad and necessary foundation has been wisely laid in six chapters, in six more the author treats learnedly but briefly of Divination at Sacred Springs, Lekanomancy, Omens and Subrites, Cleromancy, Necromancy, and Augury. There are also an appendix, a bibliographical index (unfortunately incomplete in its bibliographical detail), and a general index. The comparative and illustrative methods are followed. The modern student will find throughout the spirit of recent inquiry and a good acquaintance with the findings of recent science.

Roman Farm Management. The Treatises of Cato and Varro Done into English, with Notes of Modern Instances, by a Virginia Farmer. Pp. xii–365. New York: The Macmillan Company. $2 net.

Altho the Roman farmer could not turn to the bulletins of a Department of Agriculture for advice or send to his togaed senator for packages of seeds, he at least had some very excellent treatises on the art of farming, written by men no less distinguished as farmers than as senators and authors. A cultivated Virginia farmer has made translations of two of these treatises in a form which will delight both the classical student and the reading farmer. The first is Cato's "De Agricultura," a rather pithy collection of shrewd precepts ranging from recipes for cakes and salad to advice on buying a farm and suggestions for the duties of a housekeeper, who should *not* "gad about." The second is the longer treatise of Varro, from which Vergil, so our anonymous editor demonstrates, drew the material for his Georgics—the "Rerum Rusticarum Libri Tres." This is much more systematic and inclusive, reaching nearly three hundred small pages of careful descriptions and regulations for all manner of farm practise, whether for live stock, grain, fruits, game, or farm-hands. To the rendering of these the translator has added some very delightful foot-notes which reveal an intimate acquaintance with many other agricultural treatises of both classical and medieval as well as modern farm life. One would like to urge him to give us more of these refreshing breezes from across the fields and years. There are much pleasure and profit in the well-printed pages of these country gentlemen.

Ferguson, William Scott. Greek Imperialism. 8vo, pp. 258. Boston and New York: Houghton Mifflin Company. $2 net.

In this fresh and original work Professor Ferguson has thrown a new light on the principles of Greek politics. He shows how the city was originally the unit of government as represented, for instance, by Athens and Sparta. The idea of a Greek Empire was never realized by Thucydides or even by Plato. The city and state of Athens proved an imperial democracy, which was expanded by means of the thalamocracy. But the hegemony of this city which was wrested from her by Sparta never constituted an empire. The city-states in the time of Pericles were isolated nuclei of

(*Continued on page* 774)

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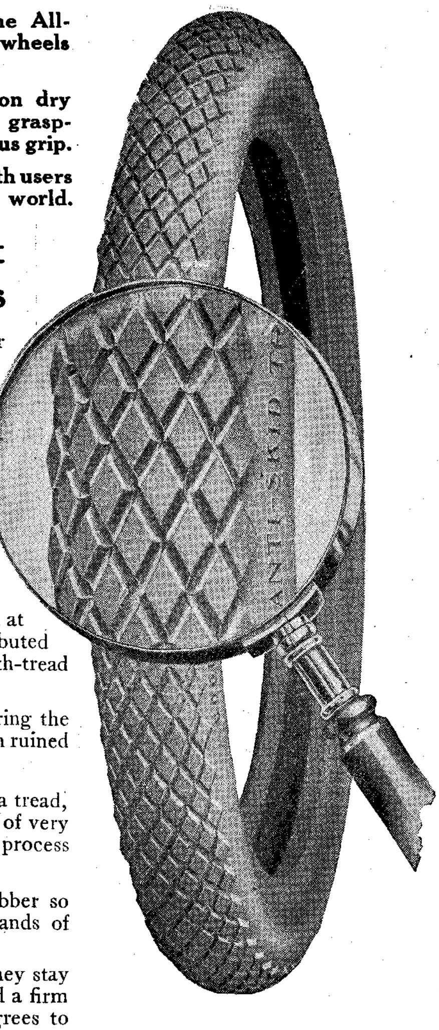

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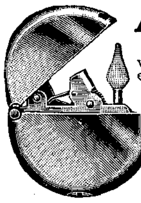

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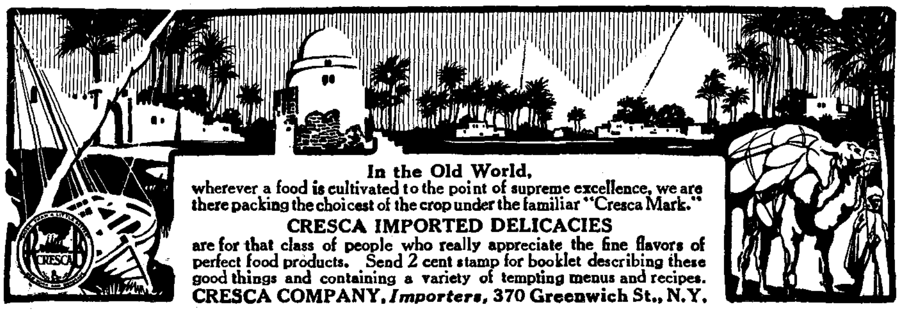

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REVIEWS OF NEW BOOKS

(*Continued from page* 772)

independent power. Their confederation of these units was only perfected in the time of Alexander and his successors.

Professor Ferguson has included in this volume seven lectures which he delivered in Boston as Harvard Professor of Ancient History. In the first lecture the main lines of imperial development in Greece are indicated. The Professor proceeds to describe the several imperial growths which appeared in Greece during the transformation of city political units into members of a confederated whole. Very learned and very valuable is this writer's treatment of the Theory and Practise of Government in the empires, from that of Athens and Sparta to those of the Diadochi. We believe the student of Greek, and indeed of all ancient and even modern politics, will find instruction and food for reflection in this lucid and well-reasoned exposition, which is a distinct credit to Harvard and its schools of history.

Standing, Percy Cross. Guerrilla Leaders of the World. Pp. 294. Boston and New York: Houghton Mifflin Company. $1.75.

The popular conception of a guerrilla fighter is inclined to error. It confounds him with the brigand or freebooter. As a matter of fact, he is a soldier, attaining his ends by ways and means diametrically opposed to those of the military school. His methods include "the surprize, the raid, the ambuscade, the night attack, and notably the feint." From Biblical times down, the irregular warrior has been a striking figure. Hereward the Wake, William Wallace, Bruce, and Du Guesclin have been noted exponents of relentless methods in war. Mr. Standing has given us an exhaustive account of famous guerrilla leaders of all countries. Each chapter portrays a different type. Brittany and LaVendée, the Tyrol, Germany, South America, North and South Africa, India and Italy—all had episodes of irregular fighting which have been made famous in history and fiction. Such men as Charette, Hofer, Schill, Bolivar, Abd-el-Kader, and Garibaldi, prepare us for an enthusiastic account of our own Mosby, Morgan, and Forrest, of whom the writer speaks in words of unstinted appreciation. In view of the late troubles in Mexico, the account of Porfirio Diaz is alive with interesting and instructive details and pertinent descriptions. Guerrilla warfare has never been the subject of serious history and discussion. This book recognizes and satisfies a curiosity which is inspired by a serious desire to understand all phases of successful defense as well as acquisition. Pictures and maps are added to help the reader in a comprehensive understanding of an intensely interesting subject.

TENNYSON'S COUNTRY

Huckel, Oliver. Through England with Tennyson. Illustrated. Pp. 249. New York: Thomas Y. Crowell Company. $2.

This beautifully illustrated volume is a record of things actually done, a story of three months spent by the author and his family among Lincolnshire hedge-rows,

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Devonshire lanes, and Cornish cliffs, with an occasional incursion into the more populous places of men and cities. It is the chronicle of a summer journey to the haunts and homes of the royal laureate "in order to learn more about the man and his moods, and the inner meaning of some of his great lines, by the new interpretation that the places lent the poems." Somersby, his birthplace; Louth, the scene of his school-days, and Cambridge, where he spent his college years, are all visited and studied in connection with his poems. The style of the narrative is both intimate and fluent. The account of his life in London, and the description of his intimacy with a large coterie of celebrated men, make fascinating reading. It is most satisfactory to find the poems themselves introduced to show the influence upon them of places and people. The value of the book does not lie in its presentation of new facts—we are all fairly conversant with the poet's life—but in the connecting of his greatness with his poems, his personality with its expression.

The chapters on Shiplake and his wedding; Farringford, in the Isle of Wight, and the description of Aldworth, in the Surrey Hills, make every traveler long to duplicate this pilgrimage with book in hand. Tennyson will then become a more vivid person than ever before.

SAFETY METHODS IN INDUSTRIES

Tolman, William H., and Kendall, Leonard B. Safety Methods for Preventing Occupational and Other Accidents and Disease. Illustrated. Cloth, pp. xxii–422. New York: Harper & Brothers. $3 net.

It would be hard to overestimate the value and importance of this book in its potential relation to American industry. Not that it might not be somewhat better systematized and indexed, but that its subject is such that a little practical attention to it along any of the lines suggested would bring results out of all proportion to the trouble involved. Dr. Tolman, who is the Director of the American Museum of Safety, has filled the pages of the book with countless hints, illustrations of devices, and examples of good practise, so that every industry is sure to find valuable pointers for the efficiency and safety of its employees. He has not confined himself, however, to gear-casings and guard-rails and the mechanics of safety, but has wisely made much of the training of workers, the formation of "safety committees," and the wider aspects of industrial disease, shop sanitation, and social welfare. Not the least important chapter is the final one on the American Museum of Safety. Of the twenty-three such institutions in the world, the one in New York is the only one in the United States. Germany has six. Not only does such a museum afford a place for the exhibition of safety devices and the dissemination of information, but it also conducts impartial investigations into plant conditions and is prepared to make recommendations for improvements. Were it more largely used and supported, and this book more widely read, there would be much less trouble over the complicated operations of Workmen's Compensation Acts and much more happiness and health for all American people.

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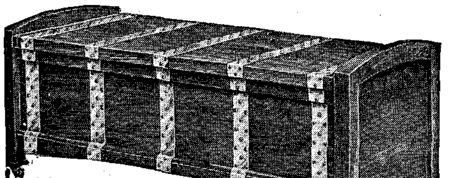

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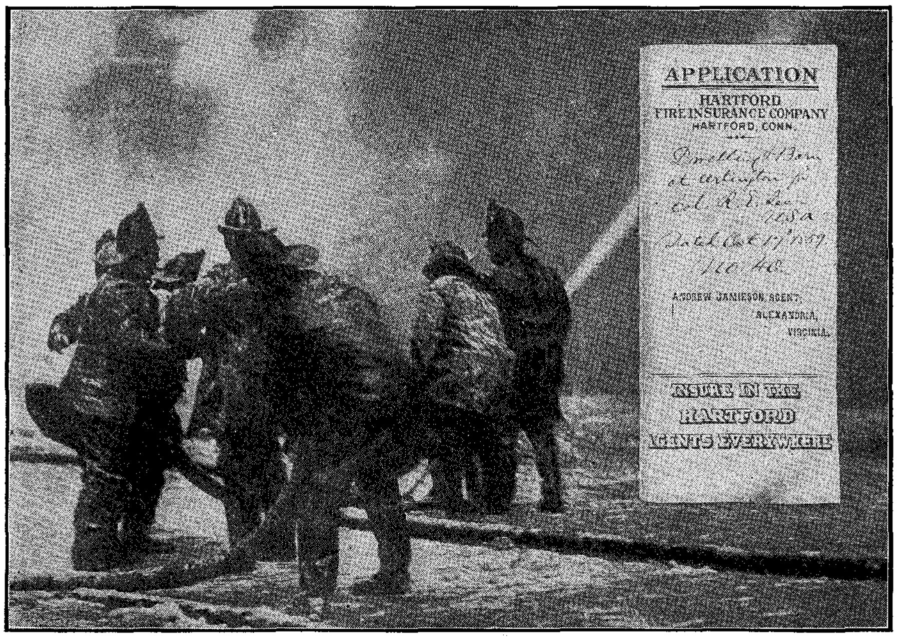

CURRENT POETRY

Brief lyrics, making convenient "fillers" at the bottoms of pages, were a few years ago the form of verse which magazine editors preferred. They are still in evidence, but they no longer monopolize the field. During the past year there has been evident in the periodicals of England and America an increasing tendency to print poems of considerable length. Credit for this innovation is generally given to Mr. Austin Harrison, who published in *The English Review* two long poems by Mr. John Masefield at a time when such an act was not at all in accord with editorial traditions. It must not be forgotten, however, that *Scribner's Magazine* printed Dr. Henry Van Dyke's "The House of Rimmon" two or three years ago, and that "Drake," as well as "Tales of the Mermaid Tavern," ran serially in *Blackwood's Magazine*.

Whatever may have been its origin, this tendency is surely a thing for which lovers of poetry should be grateful. It is gratifying to find "The Winepress," by Alfred Noyes, a stirring ballad against war, filling sixteen pages of the October *Blackwood's*. *The Forum* for October prints a long poem by Percy MacKaye, a poem so genuinely American in thought and expression, so full of the very breath of New England, that we regret that we have not the space to quote it entire. Mr. MacKaye has written charmingly of the Canterbury pilgrims, but he is at his best when interpreting the descendants of these Pilgrims who came to the eastern coast of America. "The Candle in the Choir" was strikingly effective, but "School" is perhaps a better poem. The last five stanzas, with their splended spiritualization of commonplace objects—even of bean-poles—are in our opinion the most nobly beautiful poetry that has appeared in any American magazine during the present year.

School

By Percy MacKaye

Old Hezekiah leaned hard on his hoe
And squinted long at Eben, his lank son.
The silence shrilled with crickets. Day was done.
And, row on dusky row,
Tall bean-poles ribbed with dark the gold-bright afterglow.
Eben stood staring: ever, one by one,
The tendril tops turned ashen as they flared.
Still Eben stared.

O, there is wonder on New Hampshire hills,
Hoeing the warm, bright furrows of brown earth,
And there is grandeur in the stone wall's birth,
And in the sweat that spills
From rugged toil its sweetness; yet for wild young wills
There is no dew of wonder, but stark dearth,
In one old man who hoes his long bean rows,
And only hoes.

Old Hezekiah turned slow on his heel.
He touched his son. Thro' all the carking day
There are so many littlish cares to weigh
Large natures down, and steel
The heart of understanding. "Son, how is't ye feel?

What are ye starin' on—a gal?" A ray
Flushed Eben from the fading afterglow:
He dropt his hoe.

He dropt his hoe, but sudden stooped again
And raised it where it fell. Nothing he spoke,
But bent his knee and—crack! the handle broke,
Splintering. With glare of pain,
He flung the pieces down, and stamped upon them; then—
Like one who leaps out naked from his cloak—
Ran. "Here, come back! Where are ye bound—you fool?"
He cried—"To school!"

. . . .

Now on the mountain morning laughed with light—
With light and all the future in her face,
For there she looked on many a far-off place
And wild adventurous sight,
For which the mad young autumn wind hallooed with might
And dared the roaring mill-brook to the race,
Where blue-jays screamed beyond the pine-dark pool—
"To school!—To school!"

Blackcoated, Eben took the barefoot trail,
Holding with wary hand his Sunday boots;
Harsh catbirds mocked his whistling with their hoots;
Under his swallowtail,
Against his hip-strap bumping, clinked his dinner-pail;
Frost maples flamed, lone thrushes touched their lutes;
Gray squirrels bobbed, with tails stiff curved to backs,
To eye his tracks.

Soon at the lonely crossroads he passed by
The little one-room schoolhouse. He peered in.
There stood the bench where he had often been
Admonished flagrantly
To drone his numbers: now to this he said good-by
For mightier lure of more romantic scene:
Good-by to childish rule and homely chore
Forevermore!

All day he hastened like the flying cloud
Breathless above him, big with dreams, yet dumb.
With tightened jaw he chewed the tart spruce-gum,
And muttered half aloud
Huge oracles. At last, where thro' the pine-tops bowed
The sun, it rose!—His heart beat like a drum.
There, there it rose—his tower of prophecy:
The Academy!

. . . .

Once more old Hezekiah stayed his hoe
To squint at Eben. Silent, Eben scanned
A little roll of sheepskin in his hand,
While, row on dusky row,
Tall bean-poles ribbed with dark the gold-pale afterglow.
The boy looked up: here was another land!
Mountain and farm with mystic beauty flared
Where Eben stared.

Stooping, he lifted with a furtive smile
Two splintered sticks and spliced them. Nevermore
His spirit would go beastwise to his chore
Blinded, for even while
He stooped to the old task, sudden in the sunset's pile
His radiant Herdsman swung a fiery door,
Thro' which came forth with far-borne trumpetings
Poets and kings,

His fellow conquerors: there Vergil dreamed,
There Cæsar fought and won the barbarous tribes,
There Darwin, pensive, bore the ignorant gibes,
And One with thorns redeemed
From malice the wild hearts of men: there surged and streamed

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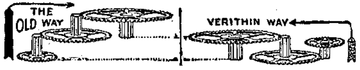

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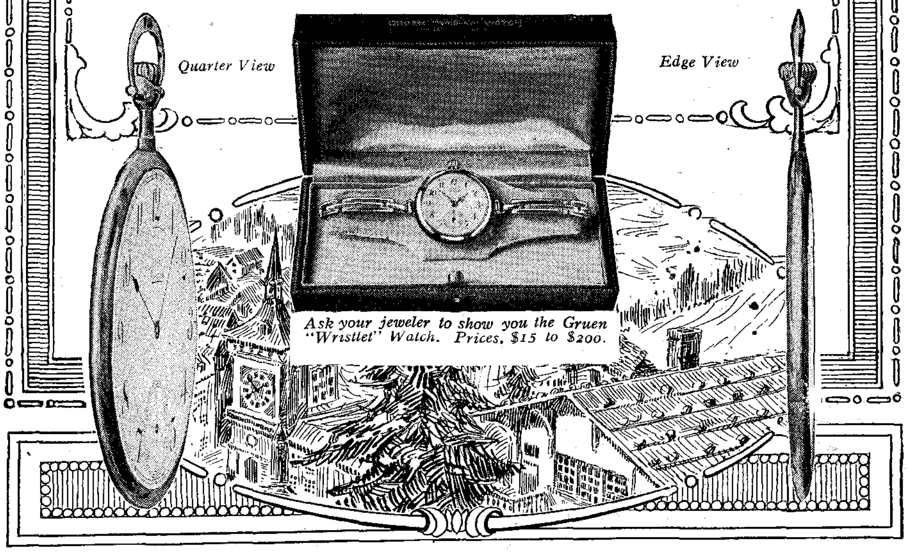

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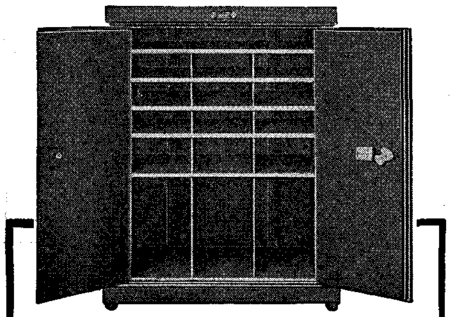

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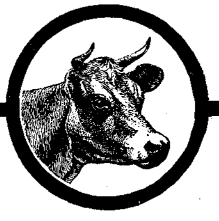

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To save God's soil.

So Eben turned again to hoe his beans,
But now, to ballads which his Herdsman sung,
Henceforth he hoed the dream in with the dung,
And for his ancient spleens
Planting new joys, imagination found him means.
At last old Hezekiah loosed his tongue:
"Well, boy, this school—what has it learned ye to know?"
He said: "To hoe."

From Charles Scribner's Sons come the "Last Poems" of Julia C. R. Dorr. Mrs. Dorr's work has for many years been known and admired by a large company of readers: it is good to have this representative volume. There are in this collection poems more serious in tone, more elaborate in structure, than the one we quote, but its simplicity and the vivid beauty of the description appeal to us strongly.

Homesick

BY JULIA C. R. DORR

O my garden, lying whitely in the moonlight and the dew,
Far across the leagues of distance flies my heart to-night to you,
And I see your stately lilies in the tender radiance gleam
With a dim, mysterious splendor, like the angels of a dream!

I can see the stealthy shadows creep along the ivied wall,
And the bosky depths of verdure where the drooping vine-leaves fall,
And the tall trees standing darkly with their crowns against the sky
While overhead the harvest-moon goes slowly sailing by.

I can see the trellised arbor, and the roses' crimson glow,
And the lances of the larkspurs all glittering, row on row,
And the wilderness of hollyhocks, where brown bees seek their spoil,
And butterflies dance all day long, in glad and gay turmoil.

O, the broad paths running straightly, north and south and east and west!
O, the wild grape climbing sturdily to reach the oriole's nest!
O, the bank where wild flowers blossom, ferns nod, and mosses creep
In a tangled maze of beauty over all the wooded steep!

Just beyond the moonlit garden I can see the orchard trees,
With their dark boughs overladen, stirring softly in the breeze,
And the shadows on the greensward, and within the pasture bars
The white sheep huddling quietly beneath the pallid stars.

O my garden, lying whitely in the moonlight and the dew,
Far across the restless ocean flies my yearning heart to you,
And I turn from storied castle, hoary fane, and ruined shrine,
To the dear familiar pleasaunce where my own white lilies shine—

With a vague, half-startled wonder if some night in Paradise,
From the battlements of heaven I shall turn my longing eyes
All the dim, resplendent spaces and the mazy star-drifts through,
To my garden lying whitely in the moonlight and the dew!

PERSONAL GLIMPSES

COURAGE THAT MEANT SOMETHING

Captain Francis Inch is the most talked-of hero of the tragedy of the liner *Volturno*. Every one is praising his extraordinary courage and self-possession during the long fight to save the passengers and crew and to put out the fire, but it seems that no single act of bravery exceeded that of Second Officer Edward Lloyd when he went to the *Grosser Kurfuerst* in a small boat, with two seamen, a fireman, and a steward, to convince the officers of the liners standing by that rescues were possible. But that was not all he did. The story is told in the New York *American:*

Lloyd, in telling his story, says he had been awakened at 7 o'clock on Thursday morning with the ship's fire-alarm ringing in his ears. He had staggered, half-drest, half-awake, to the deck and reported to his captain.

Inch and Lloyd—chums they are outside of official duty—manned a hose-nozle. They cut a hole through the deck and jammed the nozle through.

The first explosion came sudden, terrific. Flame-seared and half-blinded, they were hurled twenty feet down the deck.

First Officer Miller had gone over the side by now with the first life-boat full of passengers. That boat has never been heard from, nor the one that followed it.

The wireless was sending across the waters in merciful monotony the call for help. The day was well advanced.

Then the flames reached the rigging of the wireless mast, and the only means of rescue was threatened.

The flames were put out, but the rig was crippled.

Lloyd climbed the mast to reattach the ropes. He did it, but descending, exhausted from his previous work, he fell twelve feet to the deck. He hit on head and shoulders and was dragged away unconscious.

For a moment Captain Inch, with his left eye seemingly burned away and his right eye bulging, swollen, stooped over his friend and aid; then went on with his awful battle.

Lloyd came to.

The wireless was flashing Inch's last appeal. The gray hulks of six ships were tossing on the waves within a mile or two-mile radius. No boats had come from them.

The last appeal was: "For God's sake, try to come to us."

They waited. Lloyd had moved over to his captain's side.

"What are they doing?" asked Inch. "I can't see, Ed. I can't see."

"Nothing," said the stolid Welshman. "Just nothing they're doing. But—"

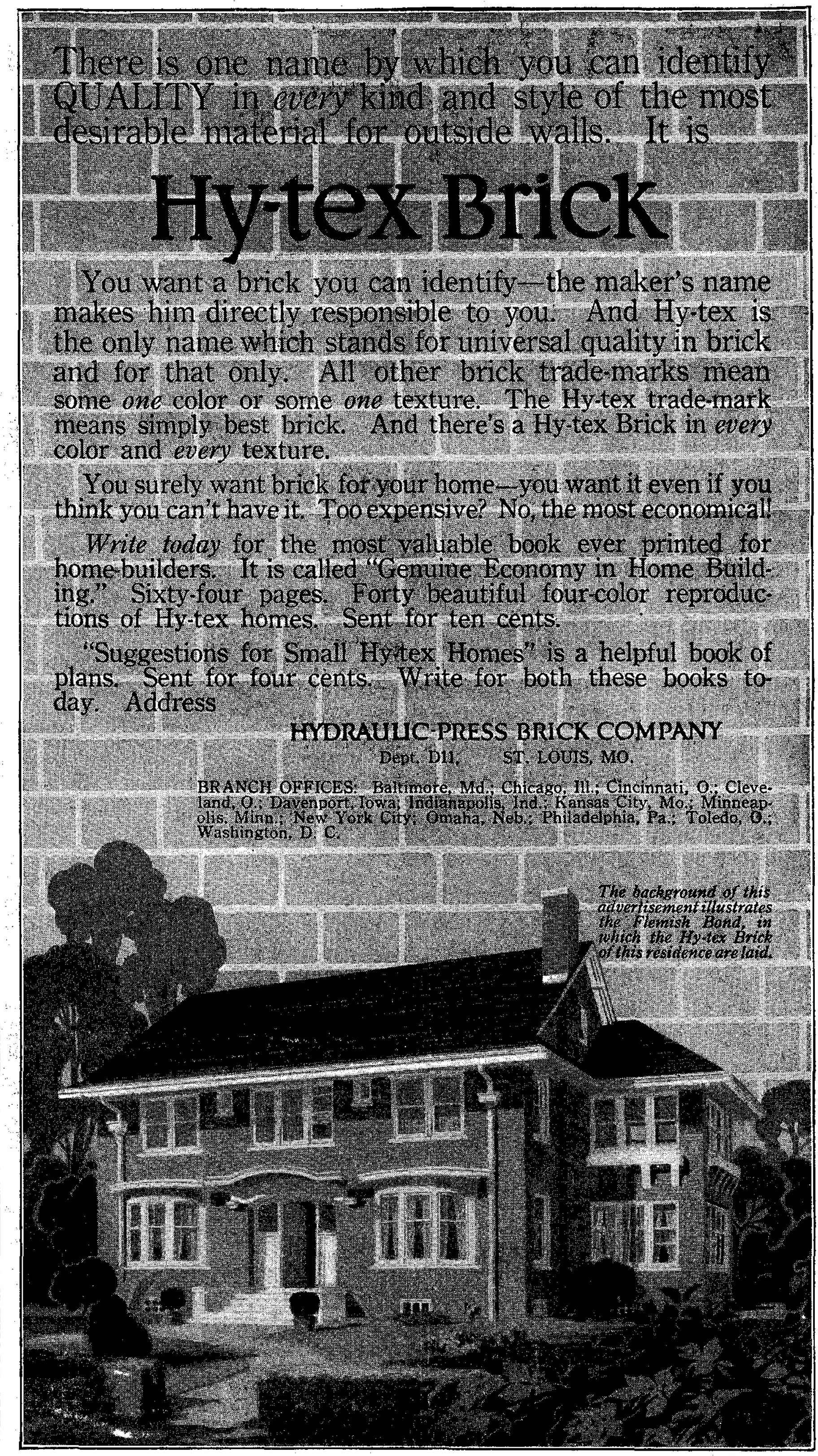
"Yes—that's it!" The Captain had caught the meaning in the tone.

"We've got to show them it can be done. Ed, will you try it?"

"I only need four," said Lloyd.

He got them quickly—two seamen and a fireman and a steward. The boat put off.

It was the *Grosser Kurfuerst* they made for. She lay two miles away—two miles of the bitterest sea that ever men tried to



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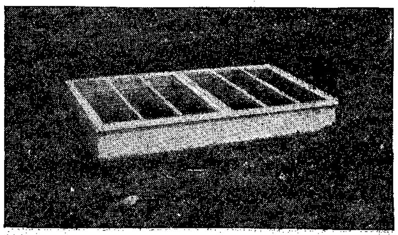

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WILLIAM H. LUTTON
Office and Works Jersey City, N. J.

put a small boat through. It was the last able boat on the *Volturno*. It had no rudder.

The *Volturno* had wired all the ships to look out for the boat and to stand still so she could steer for one or another. Lloyd, with an oar for rudder, steered for the *Grosser Kurfuerst*.

The almost superhuman feat was accomplished. The boat, half full of water, sank as Lloyd, the last to leave it, was hauled aboard the *Kurfuerst*. But they had shown that it could be done.

As Lloyd sank on the deck of the steamship in a dead faint the crew of the vessel were inspired. Captain Spangenberg shouted an order for "All men to the boats!"

They manned them. They set out. The rescue began there.

Lloyd told the story—but you had to drag it from him. Men like Ernest Peixotto, the artist, and John M. Adams, editor of the Baltimore *Sun*, told it, and you couldn't drag them away from it.

EXPLAINING THE ATHLETICS' VICTORY

It is sometimes said that the element of luck in the average baseball game is 30 per cent., but nearly everybody seems to agree that the Philadelphia Athletics won the world's championship this year because they were superior to the New York Giants, at least at the time the two teams met. American League teams triumphed in other important postseason series, the Chicago White Sox beating the Cubs in the city championship games and the Cleveland team winning from Pittsburg in an intercity contest. The two St. Louis teams quit even as a result of a dispute which could not be compromised. The Philadelphia papers are jubilant over the Athletics' victory, and some of them are particularly joyous because they think it humbled the pride of New York fans. "The victory," says *The Record*, "is all the sweeter because it crumbles into bits some very inflated ideas about the invincibility of certain so-called Giants who, when the test of strength came, went down like Goliath before the well-directed aim of David. And *The Telegraph* has this to say:

> We hate to rub it in, but—"the brainiest manager in baseball" does not live on Manhattan Island, but in Slow-town-on-the-Schuylkill, notwithstanding the fact that, according to the Little Old New York scribes and player-pencil-pushers, the man who has brought five American League and three World Championships to his town "pulled off a bonehead play" on Wednesday last in keeping young Mr. Plank on the job till the bitter end of the ten-inning tilt.
>
> We congratulate the Athletics on every count. They have kept their home town on the map; they have played unbeatable ball; they have acted like gentlemen, and they have said little about their achievements. Our only complaint is that most

of their recent victories were won on alien soil. But Little Old New York has actually seen with its own eyes what other than Little Old New Yorkers can do, and we trust that the ocular demonstration will have an effect upon the "big town" whose perspective is in need of revision.

The Inquirer believes the Athletics have "the best pitchers, the best fielders, and by all odds the best hitters." This from *The Public Ledger:*

> The four games we took out of the five games played were won upon the merit of the players, owing nothing to a favorable turn of "fortune's giddy wheel." It was another triumph of the scientific management and the Napoleonic strategy of one Cornelius McGillicuddy, better known to the world and the rest of the admiring solar system as Connie Mack.
>
> For a single day in their victorious progress pennantward the Athletics stood lower than the first place in the American League. All through the season, and not merely in the world's series, they played "championship ball." They did not win by browbeating umpires, by foul tactics on the diamond, by "tricks of the trade." Bender and Plank and Bush, Collins, Baker, Schang, and the others whose names are in luminous letters in the roll of fame, paid strict attention to business, obeyed their orders, did their best and bravest on the firing line, and the pennant and the more tangible reward of their skill and their fidelity are theirs deservedly.
>
> No better ball team has appeared upon the diamond than the Athletics of Philadelphia in 1913.

New York baseball writers acknowledge the superiority of the Philadelphia team. *The Times*, one of the few New York papers to comment editorially on the series, accounts for the result in one paragraph and points to evidence of honesty in the game in another:

> Philadelphia's victory in the baseball contest was well earned. The Athletics deserve every cheer and every dollar they have received. The New York team played well, but not so well as its opponents who constitute jointly the best baseball machine ever known. We must admit, of course, that the Giants were sadly handicapped by the injuries of Merkle and Meyers, but even if the former had retained the normal use of his limbs and the Chief had been able to fill his place as catcher, it is not likely that the result would have been very different. In the five games played New York won only one, and that small victory was due entirely to the matchless skill of Mathewson. If New York is to win world's-series pennants it must have more Mathewsons. Philadelphia has none quite like him, but it has a fine lot of pitchers and "swatters," and the harmony of its play is extraordinary.
>
> Friday some hundreds of thousands of generally fair-minded American citizens remarked that the Giants would surely win Saturday, because Monday was to be a holiday and an enormous profit would be in a sixth game at Shibe Park. The result of Saturday's game is a severe rebuke to this cheap cynicism. Baseball is an honest game. "Yippodroming" is very

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The Way to Better Light

Your hours of ease are easier hours when your lamps are National MAZDAS. Your bills for light are lighter bills. You don't waste current in heat.

The light you get is whiter than any carbon lamp will give. It costs less per candle power, heightens the hospitality of your home, adds life and cheerfulness without expense, and triples the lighting value of every dollar you pay for electricity.

You pay no excess fare on the National MAZDA way to better light. With equal current a carbon lamp gives only one part light out of three possible parts; a National MAZDA Lamp gives all three parts in light—two-thirds absolutely free.

NATIONAL MAZDA
THE QUALITY LAMP

The way to better light opens wherever you see the Blue Convenience Carton that contains five new, rugged National MAZDA Lamps ready for you to take home. Every lamp has the name "National MAZDA" etched on the bulb,—a guaranty of National Quality,—a guaranty of three-fold light for a one-fold bill,—a guaranty of the best lamp for homes, offices, stores, factories, automobiles, and for any use at the least expense in the hardest service.

The way to better light is away from carbon lamps. They have not been materially improved in thirty-five years. They are wasteful, hot, murky and yellow. They are without exception the most expensive lamps you can use, even when you get them free.

We make carbon lamps. We test them with the same instruments as are used in testing National MAZDA Lamps. Under identical conditions National MAZDA Lamps give three times as much light as carbon lamps. They burn in any position, fit any socket, are not fragile, stand shocks and vibrations as well as, and, in many cases, better than carbon lamps, and have been adopted by illuminating engineers everywhere as the most efficient lamps made today.

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OF GENERAL ELECTRIC COMPANY
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Any of these labels on a lamp opens the way to better light. Each is a guaranty of National Quality.

$5.00 by mail

Made of thick furred glossy black dog skins

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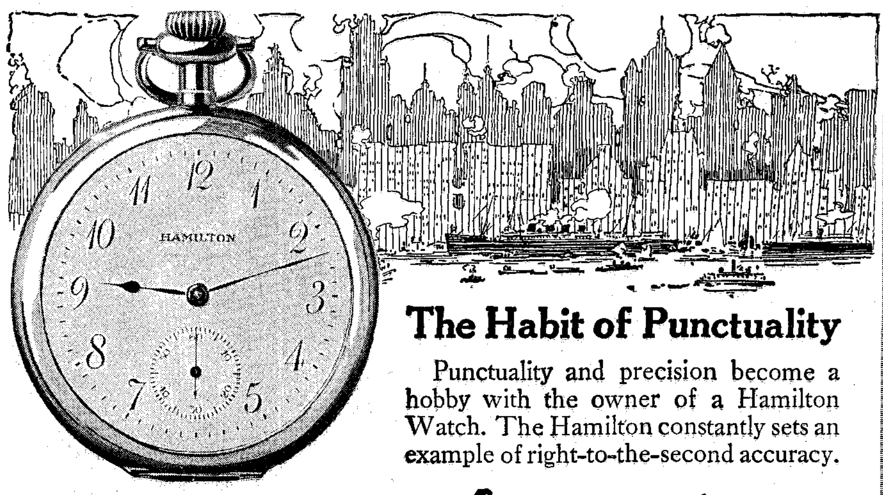

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"The Railroad Timekeeper of America"

Over one-half (56%) of the railroad men on American railroads where Official Time Inspection is maintained carry the Hamilton Watch.

Hamilton Watches are made in correct sizes for men and women and sold by jewelers everywhere.

Movements only are $12.25 and upward. Complete watches, certain sizes, are $38.50 to $150.00. Ask your jeweler about them; also about fitting your present watch case with a Hamilton movement.

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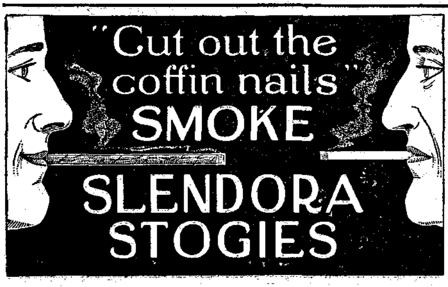
It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying a fine watch.

HAMILTON WATCH COMPANY Dept. L Lancaster, Pennsylvania

Engineer John Kryselmeier of the Missouri-Pacific Railroad. He has carried a Hamilton Watch 14 years.



They are Strictly Sanitary and Harmless Medical Men Endorse Them

Slender, hand-rolled long filler stogies, without paste, hand-curl head, self-holding, unsurpassed for a short smoke. Long filler, we said—not ground sweepings found in some so-called all-tobacco cigarettes and small cigars, the dust of which settles on the lungs. No dust or scrap in Slendoras.

The business man going from home to cars, where smoking is prohibited; the traveling man, to store or office, where smoking is bad form, can enjoy a quality smoke instead of throwing away an expensive cigar. Get your money's worth in smoking Slendoras; they are an ideal in-between smoke.

If you want to wean yourself or somebody dear to you from cigarettes, try Slendoras.

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Slendora XXX, genuine Havana filler, 6 inch, 100 to box $3.00
Slendora XX, 6 inch, 100 to box . . . 2.00

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References: Any Wheeling Bank, Dun's or Bradstreet's

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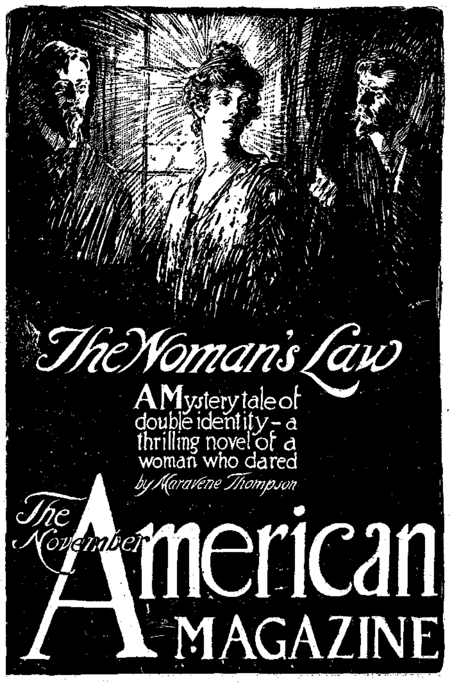
The Woman's Law
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by Maravene Thompson
The November American MAGAZINE

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easy to arrange and very hard to detect. But the Athletics and the Giants went into Saturday's game with sincerity of purpose and each team played the best ball it could play without a thought of trickery for profit. There will be less talk in the future of possible dishonesty in the national game.

WHEN RILEY REACHED SIXTY-FOUR

STORIES of birthday celebrations do not always make interesting reading-matter, but when so beloved a person as James Whitcomb Riley reaches a mile-stone well along the highway of life and the people of his home city turn out to honor him, and a clever writer like Strickland Gillilan happens to be on hand to write about the affair, a good many of us will skip the latest news from Mexico or the most sensational crime story to read about a simple demonstration of love and esteem. The famous Hoosier poet celebrated his sixty-fourth birthday at his home on Lockerbie Street, Indianapolis, on October 7, and several thousand children and ever so many grown-ups came to pay tribute.

Thinkers and Brainworkers

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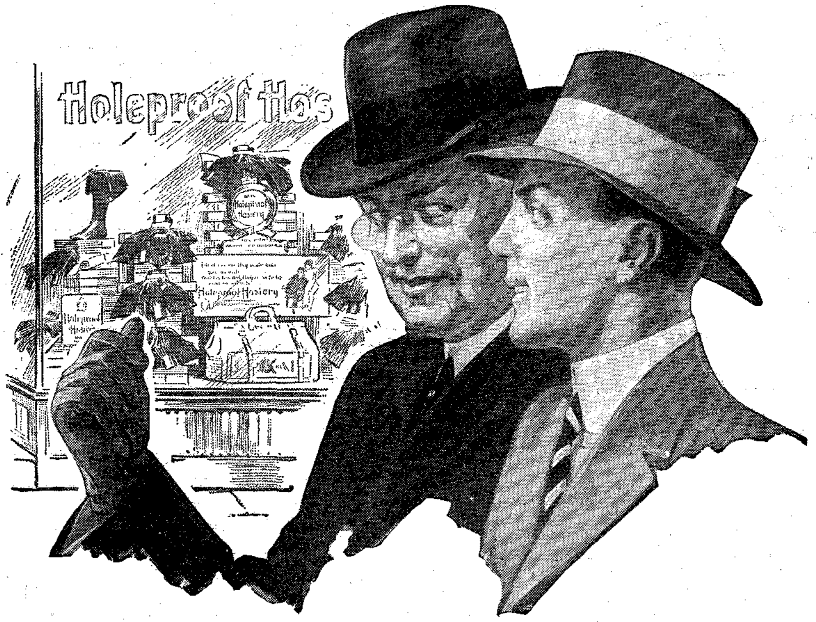
CHICAGO

Mr. Gillilan, who recently left Baltimore to reside in the Middle West, reported the occasion for the Indianapolis *Star*, from which we quote:

> Nobody ever saw a finer day. Nature was petting her spokesman; was smiling approval on the singer of her own songs in her own way. The sunshine was as golden as even the Riley pen could have made it sound in his mystically expressive—almost imitative—rime; there was the sweet autumn haze without the bitter autumn tang.
>
> And the crowd came out. Lovers of poetry and lovers of the poet thronged the thoroughfares en route to Lockerbie, and actually filled the little street itself. Not a mad, flower-bed trampling, gaping mob impelled by morbid curiosity—that was not in their faces. I know, for I saw into every face. It was wide open. There were wealthy people there, as well drest as people can be in any circumstances; there were the poorly clad, to whom the Riley messages had meant as much as to the erudite and highly literate. And there were children; children everywhere, who had learned from their parents the bear stories and the "Orphant Annie" story and all the other stories that had charmed the parents in their own childhood—they were all there who could get within seeing distance; there were older ones, who had wept over Old Aunt Mary's demise.
>
> There were litterateurs there whose world-wide success has been immeasurably augmented by the literary impetus given the State through the poet whose honored guests they were grateful to be for the morning. And not one of them had to do any posing in order to be a part of the background. They placed themselves there naturally and with a feeling that they were in a presence—a gentle, kindly, unassuming presence, true enough, but by that same token all the more a presence.
>
> On a thick rug near the high coping his chair was set, right out in the wonderful sunshine. His face—so familiar to every eye, and which seems so to shine from every line he has written—wore a boyish smile of contentment—he was the "elderly child" he called himself. He was placed there by loving hands, and there he awaited the coming of the children to whose happiness and to whose parents' and grandparents' happiness he has contributed so lavishly.
>
> His face was a benediction to the crowd. He made me think of something he said to me yesterday when we were discussing "Bob" Burdette, the old-time sunshiny humorist. I had chanced to remark:
>
> "When Bob Burdette says 'God bless you,' he means it."
>
> "Yes," said the poet, looking up quickly, "and so does God when Bob says it."
>
> It was the face of a man who thus loves and can pay tribute to his friends that beamed on the multitude that greeted him. Simple nature that Mr. Riley's is, and irksome as was the strain through a long two hours of downright adulation, he endured it patiently because of the sincerity that he knew lay beneath it. And long after the weariness of the ordeal passes away, the heart-warmth enacting from this knowledge of the occasion's spontaneity will live with him and keep him young.

(*Continued on page* 790)



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gauze-like weights in summer and guarantee six pairs six months. If they wear out in six months you get new hose free.

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We pay an average of 74 cents per pound for the yarn in Holeproof. Common yarn sells for 32 cents. But ours is twisted from three soft, but *long-fibre*, strands, and the long fibres give it strength. Such yarn means smart *style* and comfort, for it doesn't depend on *bulk* for strength. We make

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We tend towards better service to the subscriber and to the advertiser and we respectfully call your attention to the every week insertion of the department "Investments and Finance." In this issue on pages 784–789.

The Literary Digest

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INVESTMENTS AND FINANCE

BUSINESS UNDER THE NEW TARIFF

SINCE the new tariff bill, on the night of October 3, became a law, financial and commercial interests have been closely watching the course of business. Most reports indicate a state of hesitancy and caution—at least among retailers. Retailers in almost every line, says *The Wall Street Journal*, have been "withholding orders, in expectation that concessions in prices will be made." Consumption, however, seems not to have materially diminished, thus far, nor has production—at least in iron or steel. It is orders that have diminished, but this is attributed mainly to the attitude of expectancy as to what prices will be when foreign competition has fully set in. In general, opinion differs widely as to the ultimate effects of the lower duties. Most students of the subject are inclined to think several months at best will be required to determine the real effects, good or bad of the new bill.

Dun's Review reported, on October 11, that the adjustment of trade to new conditions, already under way, had resulted in "some regularity," altho, in a broad sense, the situation "reflected continued improvement." Many reports had been received of a gradual enlargement of trade, the increased activity being due mainly to the necessity for replenishing depleted merchandise stocks. In both jobbing and retail circles, demand for many products continued "brisk at the highest prices of the year." The cotton-mills were reported to have orders on hand "for a full output for the next three months."

Bradstreet's found "noticeable cross-currents in trade matters." At the same time, trade sentiment was "optimistic." Most reports indicated a trade generally in advance of, or even with, trade at this time last year, when jobbers and manufacturers alike "were enjoying especial activity." One of the best signs of this activity was the prospect of shortage in cars.

President Wood, of the American Woolen Company, declared that, while he had not been enthusiastic over the new bill, "free wool would be of inestimable value to cloth manufacturers." Free wool promised to give "a wide field for the employment of manipulating ability." Mr. Wood believed that after adjustments have been made to new conditions, his company "would be able to compete successfully with similar manufacturers abroad." The long delay in passing the bill had had "a damaging effect on the industry this year," but all the same, he was "very anxious to get at the enemy."

While some decline has occurred in the stock market since the tariff bill went into effect, this seems not to be attributed to the bill so much as to depressing European conditions, of which note is made elsewhere in this column. Added to those conditions, which involve a likelihood of further sales of American securities by foreign holders (in so far as they may still possess any), came the decision of the Union Pacific Railway directors not to cut at the present time the much-expected "melon," coupled with a statement that none of the plans that were under consideration by the directors contemplated a distribution of assets which would have resulted in larger income to stockholders from their capital—that is, any distribution of assets would have been accompanied by a reduction in the dividend. According to belief in some well-informed quarters, the decision was due directly to the action of the Attorney-General in deciding to institute his long-expected suit against the Southern Pacific Company, compelling it to sell its Central Pacific stock. This suit was actually begun within a very few days after the announcement by the Union Pacific directors that at present they would not cut any "melon." In case the Attorney-General should succeed with his suit, the probability is that the Union Pacific would become the purchaser of the Central Pacific, and, in that event, would need a very considerable part of its liquid assets in order to pay for the stock.

EYES ON BRAZIL

Return of confidence is still checked in European financial centers by continuance of the trouble in the Balkans. The London correspondent of the New York *Evening Post*, in noting this, adds that a new factor in the situation, and an apparently portentous one, is a threatened economic crisis in Brazil which may become one of considerable severity. To Europe the general problem is whether the situation thus influenced will end in something properly to be called a crisis, or whether it will be "rectified through the ordinary machinery of drastic liquidation, with reaction in trade and a return to national and personal retrenchments and economy, with an ultimate revival of interest in sound investment stocks."

The correspondent is of the opinion that the present caution in European financial centers favors the latter outcome—that is, liquidation as a remedy, followed by retrenchment on the part of nations and individuals. For at least six months, however, borrowing must continue, in order to finance the Balkan War and meet other pressing necessities. These views are shared by a writer in *The Wall Street Journal*, who says wise financiers here are of opinion that London should be "closely watched" for the next fortnight. There exists in Wall Street "apprehension of serious financial difficulties in Brazil and other South American countries." Into those countries Europe "has been pouring capital rather indiscriminately for years past." In fact, Latin America has become "the spoiled child of the European financier." The writer says further:

"Evidently, the Europeans thought the development down there was akin to that in the United States years ago; but they did not make sufficient allowance for the difference in racial temperament. The ideas of advancement in South America are esthetic, while in the United States they run along practical lines.

"As an indication of the uses to which capital has been applied in South America, and the difference in temperament of the people of that part of the western world, as compared with the inhabitants of the United States, a story is told of a meeting between a Brazilian promoter and an American prospector at one of the new cities which have recently sprung up on the banks of the Amazon. The native pointed with pride to a pretentious opera-house overlooking the mighty river and asked the stranger if the site was not superb. 'Well,' said the man from one of our Western States, 'I think it would be a hell of a fine place for a sawmill.'

"There is consolation in the knowledge that any disturbance which may be caused in foreign markets by a collapse in a few South American enterprises can not result in heavy selling of American stocks for foreign account. Usually in the case of a selling movement of that kind, the things which are most salable are sold to protect those of little salability; but on the present occasion Europe has few Americans to sell and can not, therefore, flood New York with our securities. Following the outbreak of the war in the Balkans there was a great liquidating movement in American stocks, and rebuying has not since been done to any extent.

"In the long run, the uneasiness now being felt in the financial markets over conditions in South America will benefit our securities. Foreign capital will find its best opportunity here, to obtain a good return, compatible with safety; and the buying movement, long delayed, will result in the absorption of the stocks sold within the past year."

These anxieties about Brazil reached London in the midst of conditions that were already producing anxiety. New flotations of capital issues had been "going very badly," says a correspondent of the New York *Journal of Commerce*. Indeed in the middle of October there were expectations of "an early repetition of a former severe congestion of securities in underwriters' hands." For example, it had become known that 88 per cent. of a loan put out by the Province of Alberta in Canada had been left with the underwriters, the public not taking it. Other Canadian bonds, some provincial, some municipal, and amounting to $6,362,000, had been offered, and only 30 per cent. of them were subscribed for by investors. Some industrial issues met the same fate. A power company in Vancouver placed on the market debenture bonds to the amount of $650,000, of which 70 per cent. fell back on the underwriters' hands. Debenture bonds issued by a trolley line in Buenos Aires completely failed, the underwriters taking back over 90 per cent. of them. A proposed loan from New Zealand was another failure. It was believed that this state of affairs could not long continue in London "without causing an acute money stringency." Until conditions improved the banks "must not put out new capital issues." Fears were entertained of a further increase in the bank-rate before the end of the year. The stock market on October 13 was reported to be "extremely nervous."

MR. VANDERLIP ON THE CURRENCY BILL

Among bankers who have appeared in Washington before the Senate Committee on Banking, particular mention has been made of Frank A. Vanderlip, president of the National City Bank of New York. He appears to have made the best impression

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on the committee that has thus far been made by bankers. At the end of the first hearing, which lasted all day, members of the committee are said to have been convinced that Mr. Vanderlip really wished to aid them in the work of perfecting the bill. Some even declared that he had proved himself "the most instructive witness who had appeared before them." They had received from him "more valuable information than from any other witness." Brief reference was made to his first day's testimony in our issue of October 18.

Mr. Vanderlip declared to the committee that the bill was based on sound principles, and that, with a few amendments, it would become "an excellent measure." While without these amendments, he would not care to see it made into a law, he insisted, according to the New York *World*, that "the great opposition to the bill was based on the consummate selfishness of some bankers and the ignorance of others, and not on any inherent weakness in the measure." Summarized in *The World*, Mr. Vanderlip pointed out as follows the benefits which the bill, properly amended, would give:

> "It will minimize Wall Street gambling by reducing the amount of money that will be loaned upon speculative collateral.
>
> "It will divert the money that is now being loaned in Wall Street to legitimate channels of trade so that legitimate business ventures may go forward.
>
> "It will tend to equalize the general rates of interest and discount and will mobilize the reserves of nations. It will prevent repetitions of the panic of 1907.
>
> "It will open the way for Americans to finance their own foreign transactions, thereby saving millions annually.
>
> "It will tend to smash the Money Trust as far as its interior ramifications are concerned, by separating the great banks from their country correspondents.
>
> "The bill would accomplish elasticity of note issue if adequate provision were made for retiring the present bond-secured notes and if notes could be kept out of State bank reserves.
>
> "It provides a system of reserves superior to the present system, but readjustment will be trying. Few banks will suffer as much as the National City Bank, which will probably lose $50,000,000 in deposits."

Mr. Vanderlip pointed out that one of the troubles in this country to-day arises from the absence of any discount market for commercial paper. As a result New York banks are compelled to loan money on Stock Exchange collateral to the benefit of the stock gambler, while legitimate business goes without it. He added:

> "The bill will tend to create a discount market which is desirable. It will minimize the importance of call loans and will turn hundreds of millions from such loans to commercial channels. Capital will be freer for larger financial operations."

Mr. Vanderlip was satisfied that while the bill would tend to make New York stronger as a financial center, many national banks, in his opinion, would not join the system—the smaller ones particularly—and he suggested that they be allowed to open branches as an inducement to come in. The number of regional reserve banks he thought should be reduced from twelve to a lower number. He favored a central bank, but as that is not possible, he sug-

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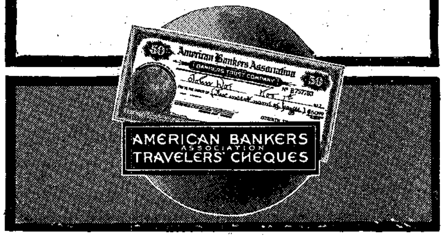
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Chamber of Commerce

gested that four might do. Mr. Vanderlip has since said that 80 per cent. of the bill had his approval. He hoped the remaining 20 per cent. would be amended before the bill becomes a law.

The New York *Times Annalist* cites Mr. Vanderlip's appearance before the committee as an evidence of "the spirit in which a fair compromise can be effected." It finds "among bankers of the first rank a widening belief that currency legislation will pass, probably not in the special session, but, if not, then certainly in the regular session." Finally, the writer remarks that it "behooves bankers rather to get what they fairly deserve than to stand in an attitude of obstinate opposition to everything on the other side."

THE HEAVY INCREASE IN IMMIGRATION

Following is a table showing the arrivals of immigrant aliens in this country during each month for the past three and a half years. It will be noted that the figures show a marked increase for the four months, April, May, June, and July of this year, the figures for May, June, and July being the largest for any month during these three and a half years:

	1913	1912	1911	1910
January	46,441	38,453	36,361	50,242
February	59,156	45,380	42,826	57,980
March	96,958	91,185	81,687	136,745
April	136,371	99,839	98,036	135,052
May	137,262	113,635	95,361	133,544
June	176,261	92,425	71,019	105,025
July	138,244	78,101	51,737	73,153
August	....	82,377	50,110	78,574
September	....	105,611	65,599	83,931
October	....	108,300	69,418	83,805
November	....	94,739	61,765	74,353
December	....	76,315	61,626	59,481
Total	790,693	1,026,360	782,545	1,071,885

The fiscal year, ending on June 30, showed a greater number of arrivals than any other of the ten preceding years, except one. Much interested comment has been evoked by these figures. That 1,197,892 immigrants should have come into this country in the last fiscal year, as compared with 838,172 in 1912; 878,587 in 1911, and 1,285,349 in 1907, when the climax of an upward movement was reached and then broken by the panic in the autumn of that year, starts the question whether a rising tide of prosperity in this country is not indicated. Likewise it could be asked whether these figures do not indicate that the crest of a prosperity wave has been reached and will soon break, as one did in 1907.

The Wall Street Journal, commenting further, remarks that, whether the year 1913, which ranks with the five biggest years in immigration, is going to mean more than a temporary high-water mark, still remains to be seen. It may be said, however, that immigration is promoted by a demand for labor. Nowhere now in this country is there any serious want of employment. A steady demand for unskilled labor exists. In the South large companies of immigrants are being put to work at once. Lumber camps are making provisions for winter work, and many manufacturers and mines are in a position to absorb considerable numbers. At the Immigration Conference in New York in September it was made known that complaints from Western and Southern sections of a scarcity of labor were constant. Hence the close relations between a rising

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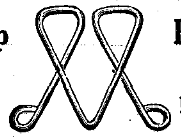

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tide of immigration and prosperous general conditions.

THE NEW ALPINE RAILWAY AND TUNNEL, THE LÖTSCHBERG

In the early summer of this year was opened a new Alpine railway called the Lötschberg, which provides a shorter route to Italy from the north of Europe. By this route, Brig, the last point on the old route before the Simplon tunnel is entered, can now be reached from the north by a direct route south through the Bernese Alps. Its northern terminus is Spiez, on the Lake of Thun. It goes thence, almost directly south, to Frutigen, and thence to Kandersteg, Kandersteg being the northern portal of the Lötschberg tunnel, which is nine miles long. The train emerges from this tunnel at Goppenstein, and thence proceeds along the narrow Lotschen valley until it enters the Rhône Valley, between Leuk and Visp, at a point one thousand feet about the stream. From here a descent is gradually made along the mountain side until Brig is reached.

A writer in *The Scotsman* declares that the construction of this new line to Italy is one of the greatest of modern feats in engineering. The work has been going forward for more than six years amid difficulties at times almost insurmountable. Altho its length is only 48 miles, it has cost about $20,000,000. More than 40 lives were lost during its construction. To Italy from northern and northwestern Europe heretofore there was no very direct route. Travelers had to choose between the western route by the Mont Cenis tunnel, the route with the détour necessary in reaching the Simplon tunnel, the eastern route through the St. Gothard, and the more easterly route via Innsbruck. The barrier to a more direct route was the Bernese mountain range, which has now been overcome. The net result from the new route to travelers is a reduction of from one to five hours in time, according to the point of departure. Spiez, the northern end of the line, can be reached from Basle or Bern, whence communication with northern central and western Europe is at once direct and expeditious.

A nine-mile tunnel is by no means the one notable feature of this line. Much of the line proceeds through a wildly precipitous country, as difficult to engineers, perhaps, as the famous route from Chamouni to Martingy over the Tête Noire. Every foot of the track in some places had to be wrested violently from nature. Numerous deep ravines were bridged and many small tunnels constructed. Of tunnels built to the north of the great tunnel there are twelve, and to the south there are twenty-one. Following are details of this great work from a writer who passed over the route early last summer:

"The journey had to be accomplished by means of the service trains which transport materials and men from one part of the line to another, but all the inconveniences of this mode of conveyance were counterbalanced by the innumerable points of interest—both technical and esthetic—which unfold themselves before us. Soon after leaving Frutigen the road passes over the immense viaduct of thirteen arches which spans the valley, destined to serve as a landmark for centuries to come.

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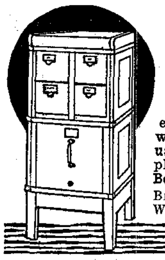

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The viaduct is overlooked at one end by the ruins of the medieval castle of Felsenburg, the two structures affording a striking contrast of the old and the new. The line follows the left-hand side of the valley, and is carried by magnificent granite embankments as far as Blue Lake, where it describes an immense loop in order to overcome the steep gradient. The line crosses and recrosses three times, reminding one of the similar point in the St. Gothard Railway.

"Thence it is carried over great chasms by picturesque bridges and soon reaches Kandersteg, the northern portal of the great nine-mile-long tunnel. Taking our places in the open trucks which were at our disposal, we started on our long journey through the darkness of the tunnel. The uncertain light from an acetylene lantern carried by an engineer showed us a memorial tablet in the tunnel wall which will be seen by few of the passengers who will later rush through in the luxurious corridor trains—a memorial tablet erected to the memory of the twenty-five workmen who met their death here on July 24, 1908.

"A journey through the tunnel with the service train is seldom quite uneventful. We had not reached the center of the vast burrow when a chorus of excited shouts and exclamations arose in the trucks ahead, which were filled with Italian workmen. In the dim light dark forms could be seen jumping from the train on to the permanent way, and then we stopped dead while the engineers went to investigate. It transpired that a wagon had jumped the rails, and without much ado it was uncoupled and hauled on one side, when we proceeded on our jolting way as tho nothing had happened. After nearly two hours spent in the gloom of the tunnel, we emerged at last in Goppenstein, amid the wild, barren scenery of the lower Lotschen valley. The construction of the railway in this avalanche-swept place has been accompanied by almost insurmountable difficulties, and here also the Alps have exacted their toll of human life, a fact of which one is grimly reminded by the trim graveyard near the tunnel mouth, filled with the victims who have met their death during the construction of the railway. Avalanche barriers have been constructed high on the mountain sides above Goppenstein, and the line is guarded by a wall like one of those which girdle medieval cities at the point where it emerges from the tunnel.

"The line is now carried along the left side of the narrow Lotschen valley, where every foot of ground has been veritably wrested from Nature, and after passing through a number of smaller tunnels leaves this uninhabitable region and enters the smiling Rhône valley. With the Rhône stretched like a broad ribbon a thousand feet below, we continued our journey along the edge of dizzy precipices and over frail wooden temporary bridges thrown across apparently bottomless ravines—a journey fraught with many dangers and accompanied by many exciting incidents when made with the service train on a temporary set of metals, but which will be one of the most interesting in the Alps when accomplished with the fine electric trains of the Bernese Alps Railway. Many of the great steel bridges and granite viaducts were not yet quite completed, and the service train made many a détour which will be later unnecessary.

"Gradually descending, the line, which commands magnificent views of mountain peak and valley, at last reaches Brigue; here we exchanged our primitive conveyance for a comfortable carriage in a Simplon express, and in the space of a brief hour or two were basking in the sunshine which bathes the shores of Lago Maggiore."

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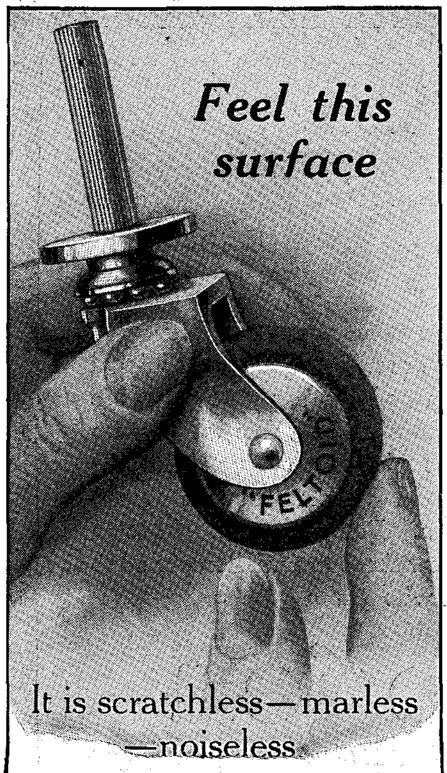

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PERSONAL GLIMPSES

(*Continued from page* 783)

And then the children came by.

They came in platoons, boys with faces that had accumulated much since the morning ablutions, spick-and-span boys, who had almost killed themselves keeping clean for the parade; girls full of the self-confidence and poise of their sex, ready and eager for this public display of their inborn man-worship; temperamental children who felt the occasion so profoundly that they could not even grin, but gazed pop-eyed and breathless at the man who had warned them against the goblins that might get 'em unless they were eternally vigilant; there were children who have the vague ideas that characterize so many children—gelatinous, nebulous, protoplasmic ideas that will crystallize later into concrete things, but who, for the moment, had no definite or expressive idea as to what it was all about.

But the children came, and passed, and cheered, and greeted, and smiled, says Mr. Gillilan. Some of them stubbed their toes, while others grinned foolishly or pertly or lovingly. We read on:

I think Mr. Riley missed no face in the throng. I believe he saw every smile and answered it, and saw and understood sympathetically every averted face and downcast head, and every self-centered little fellow who was so busy trying to trip the boy beside him or tramp on the heel of the boy ahead of him that he couldn't spare time for the poet at all.

I believe he saw it all. And while the sympathetic strain and the embarrassment of the overwhelming adulation were great, yet he stood it bravely and sweetly, because of the heartiness of it all, which I have previously emphasized.

Some little girl brought him a bouquet of old-fashioned zinnias, interspersed with a few marigolds and a black-eyed susan or two. And he loved them, keeping them in his lap and holding them all through the parade.

Another little girl brought him a huge bunch of killarneys, fragrant, half blown with their golden and fragrant, thick-stemmed hearts pulsing up into the face of him who understands their language, can speak it like a native, and interpret it to kindred others.

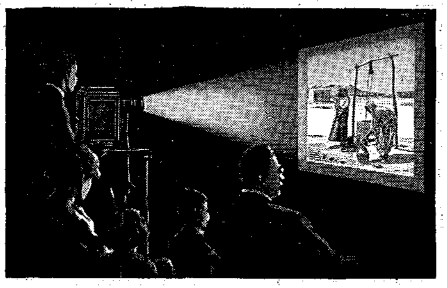
Many fond mothers came and brought their Riley-story-fed babies for the dear poet's blessing, and every one of them got what she came after.

It was a sweet, fine, mellowing morning; a turning-aside from the ordinary vocations and avocations of life and paying tribute to things of the heart; to the gentle ripples of kindly laughter, and the scarcely less kindly tear—it was a soul-Sabbath on a week day.

It made me think of an unintentionally truthful answer once given me when I asked an Indianapolitan just where Mr. Riley's home was. He replied:

"Mr. Riley lives in the heart of Indianapolis."

He might have said "hearts," and been still more truthful; and he might have added that, even as Indianapolis lives in the heart of the nation—populationalistically speaking—just so Mr. Riley lives in



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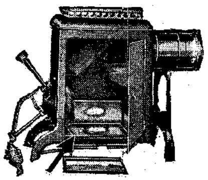

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the heart of hearts of his country. The tribute yesterday morning was but a visible indication of the love that is his in equal degree everywhere in the English-speaking world. He has found a short cut to the finer human feelings, and those are fortunate (and jubilant proportionately) who are physically near enough to trudge to their heart-shrine and greet, and be greeted by, the face and hand that have so sweetened their lives and humored their emotions by expressing them deathlessly.

I wouldn't have missed it for a purty. I am going away somewhere, about the time I reach Mr. Riley's stage of youthfulness, and write poetry just like his, and see if I can't get the love of children in the degree he has won it—for I think—(no, by heck, I know!)—that that is the greatest thing in the world.

THE SPICE OF LIFE

A Reason.—" Is your mother a suffragette? "

" You bet she ain't. Me father's a prize-fighter."—*Life.*

Sure Sign.—" Your teeth are in pretty bad condition," said the dentist.

" They must be," sighed the patient. " You look so happy."—*Judge.*

At Least One.—" Every one has some secret sorrow," says a philosophizing friend. " Even the fattest and jolliest of us has a skeleton in his midst."—*Cleveland Plain Dealer.*

Unselfish.—Henry Yallerby—" Aftah we's married, we'll hab chicken foh dinnah ebery day, honey."

Melinda Johnson—" Oh, yo' deary! But I wouldn't ask yo' to run no sech risks foh mah sake ! "—*Puck.*

Earning His Pay.—Sportsman (who has missed everything he has fired at)—" Did I hit him? "

Keeper (anxious to please)—" Not 'xactly 'it 'im, sir; I can't say that. But, my word ! I never see a rabbit wuss scared."—*London Tattler.*

Inherited Superiority.—" The Declaration of Independence states that all men are born free and equal, I believe? "

" Something of the sort."

" Then why do you hold yourself so aloof? "

" My dear man, I'm descended from one of its signers."—*Washington Herald.*

Limited Advice.—An Irish priest had labored hard with one of his flock to induce him to give up the habit of drinking, but the man was reluctant.

" I tell you, Michael," said the priest, " whisky is your worst enemy, and you should keep as far away from it as you can."

" My inimy, is it, father? " responded Michael. " And it was your riverince's silf that was tellin' us in the pulpit only last Sunday to love our inimies ! "

" So I was, Michael," rejoined the priest; " but was I anywhere telling you to swallow 'em? "—*Tit-Bits.*

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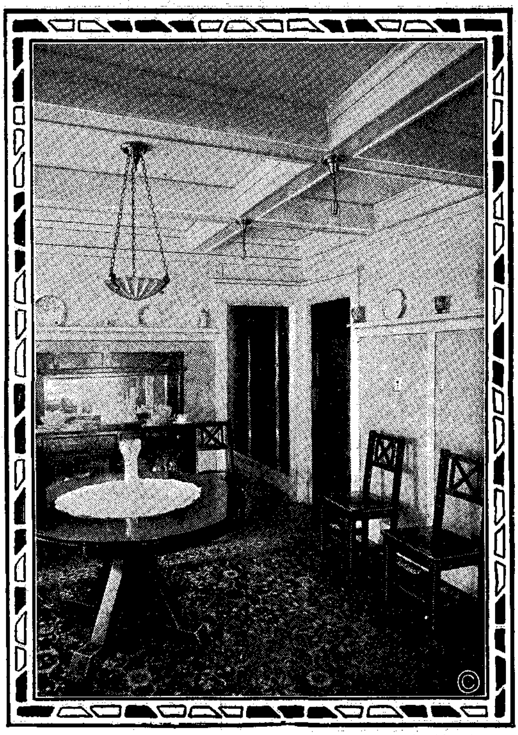

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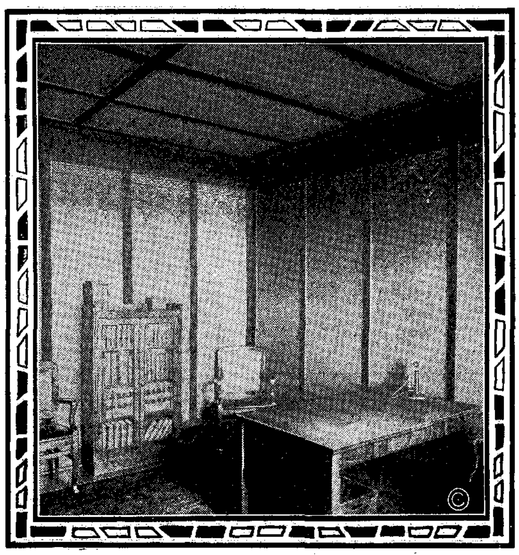

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Usually.—" What is frenzied finance? "
" Financing your friends."—*Judge.*

No Let-up.—Knicker—" Life is hard."
Bocker—" Yes; by the time your mother stops forbidding you to eat jam, the doctor begins."—*New York Sun.*

Well Posted.—" You seem to be very intimate with the Digbys. I didn't know you had met them."
" I haven't met them. I patronize their dressmaker."—*Judge.*

Belying Appearance.—Editor—" Did you say you evolved this joke yourself? "
Artist—" I did, sir."
Editor—" H'm, and yet you don't look more than thirty years of age."—*Punch.*

Regularly.—" Your 'air's getting thin, sir. Let me sell you—"
" That's all right. I put something on it every morning."
" May I ask what you put on it, sir? "
" My hat! " (Operation finished in silence.)—*London Opinion.*

Evident.—In a registration booth in San Francisco an old colored woman had just finished registering for the first time.
" Am you shore," she asked the clerk, " dat I'se done all I has to do? "
" Quite sure," replied the clerk; " you see it's very simple."
" I'd ought to knowed it," said the old woman. " If those fool men folks been doing it all dese years, I might 'a' knowed it was a powerful simple process."—*Life.*

Climbing Out of a Hole.—Every one has heard authentic stories of the man who asked another, " Who is that old frump over yonder? " and got the reply, " She is my wife." But the story doesn't go far enough.
Jones observed an old lady sitting across the room.
" For heaven's sake! " he remarked to Robinson, " who is that extraordinarily ugly woman there? "
" That," answered Robinson, " is my wife."
Jones was taken aback, but moved up front again.
" Well," he said persuasively, " you just ought to see mine! "—*New York Evening Post.*

Last Ditch Fight.—An old gentleman, now deceased, never seemed to be satisfied unless he had several cases pending in court. He left surviving a son who seems to have followed in his footsteps and has continued to keep up his father's record of proceedings in court.
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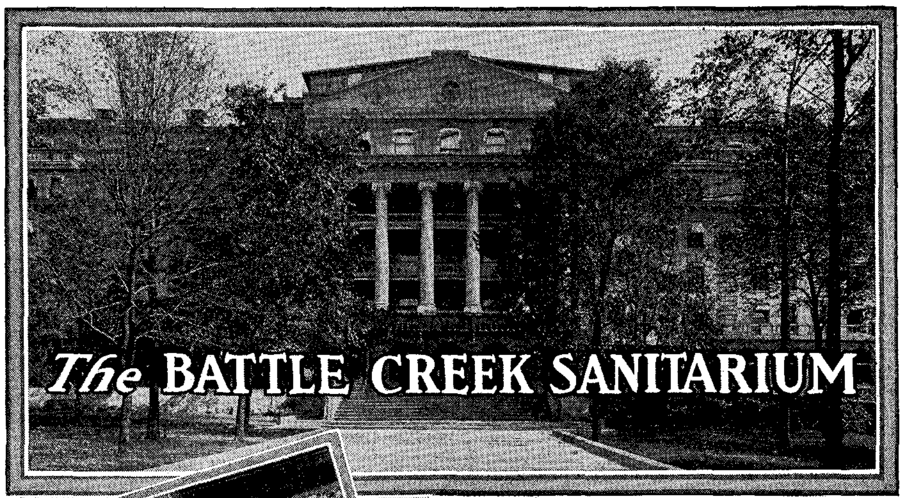
Old Gent—" I'll be thar."
Loser—" And I'll law you to the Supreme Court! "
" I'll be thar."
" I'll law you to 'ell! "
" My attorney'll be thar."—*The Docket.*



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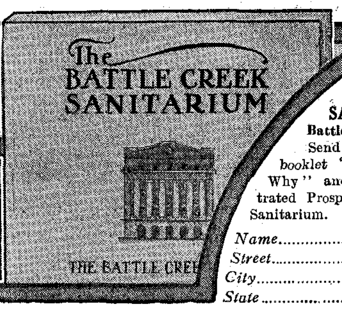

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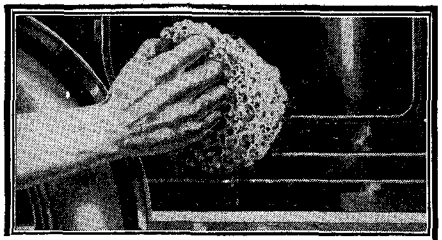

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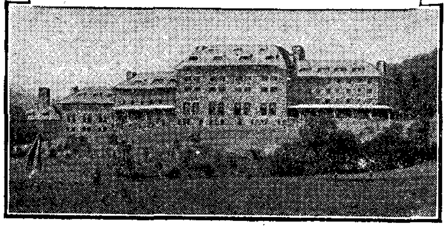

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" I hope so, poor fellow ! "—*Life.*

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—*New York Evening Mail.*

Dead Slow.—" My dear," said Mr. Bickers to his wife, " I saw in the papers to-day a decision of a Virginia court that the wife may, in some cases, be the head of the family."

" John Henry," replied Mrs. Bickers, " the courts are sometimes very slow in finding out things ! "—*Puck.*

CURRENT EVENTS

Foreign

October 9.—Mendel Beilis pleads not guilty to the indictment for murder at the "ritual murder" trial in Kiev, Russia.

October 10.—One hundred and four members of the Mexican Chamber of Deputies are arrested and thrust in prison at the order of President Huerta when they refuse to rescind their resolution ordering an investigation of the alleged murder of Senator Dominguez.

Yuan Shi-kai takes the oath as President of China.

Prince Taro Katsura, thrice Premier of Japan, dies in Tokyo.

October 11.—The liner *Volturno*, of the Uranium Line, sailing from Rotterdam to Halifax and New York, is burned at sea and more than 100 lives are lost.

David Lloyd-George, Chancellor of the British Exchequer, inaugurates his land campaign with a speech at Bedford, England.

Russian explorers engaged in investigating the territory north of Siberia report the discovery of a narrow body of land 200 miles long.

October 12.—Thomas Nelson Page, the new American Ambassador to Italy, presents his credentials to King Victor at Pisa.

October 14.—Four hundred and seventeen lives are lost in a mine explosion at Cardiff, Wales, 74 men being killed outright and the rest cut off from rescue.

October 15.—The diplomatic representatives of Great Britain, France, Spain, Cuba, Guatemala, and Norway, at a conference in Mexico City, decide to recommend that their respective governments send warships to Mexico to afford legation guards should conditions require.

Domestic

WASHINGTON

October 10.—President Wilson touches an electric button in the White House, blowing up Gamboa dike of the Panama Canal.

At the request of President Wilson, Representative Clayton formally withdraws as a competitor of Congressman Underwood in the Alabama senatorial fight.

October 12.—President Wilson lets it be known that he opposes a recess of Congress before it passes the Currency Bill.

GENERAL

October 10.—The Philadelphia American League baseball team wins the world's championship from the New York Nationals.

October 13.—The legality of the Arkansas prohibition election is upheld and the State will be "dry" after January 1.

October 14.—The House of Deputies of the Protestant Episcopal Church votes to change the governing methods of the Church by grouping the several dioceses into eight provinces after the custom that prevails in England.

Trade organizations of the country, in session at Detroit, approve the Owen-Glass Currency Bill, but recommend seven important amendments.

By the terms of the will of Benjamin Altman, filed in New York, his $15,000,000 art collection is left to the Metropolitan Museum of Art.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. A. S.," Worcester, Mass.—"(1) Where is the warrant for giving the President of the United States the appellation of 'His Excellency'? (2) Is there any good reason why the period should be required after the Roman numeral when citing the name of a sovereign; as, 'George V.'?"

(1) The forms of address are only in part prescribed by law. In certain professions—as the military—etiquette is exacting; but in America people in general follow customs that have grown into use rather than been set up by law. Custom has adopted several ways of addressing the President of the United States: (a) *To the President* (or simply, *The President*), Executive Mansion, Washington, D. C.; (b) *The President of the United States*, etc.; (c) *His Excellency the President of the United States*, etc. The salutation at the beginning of a letter may also have more than one form; namely: (a) *Mr. President*, or (b) *Sir.*

(2) The Roman numeral after the name of an emperor or king, as in *George V.*, is really an abbreviation, the inflectional *-th* being omitted. The full form would be *Vth*. If the Arabic numeral were used, there would be the same reason for inserting a period: we might write either *George 5th* or *George 5.* for *George the Fifth.* But the tendency is constantly to drop *needless* punctuation. The English write and print *Mr* Jones, not *Mr.* Jones. We could do without the period after *V*, and write and print *George V*, if we agreed to do so.

"J. R. L.," Fort William, Ont.—"In the sentence, '. . . they should not be ready and waiting *to be availed of* at the very instant . . .' is not the phrase 'to be availed of' a very awkward construction? What would be the suggested amendment, if any?"

R. W. Emerson wrote: "Power must *be availed of*, and not by any means let off." But this use of *to avail of* in the passive voice is recognized by the Oxford Dictionary as especially American, and by the Standard Dictionary as colloquial. The Lexicographer does not feel that there is *great* awkwardness in the expression. Since English lost its inflections and its power of making new words by composition of its own elements the language has become increasingly free in using a verb plus a preposition as a new compound verb; and the Lexicographer would have to be talked to and reasoned with pretty convincingly before he denied this liberty to the language.

"I. C.," Colorado Springs, Colo.—"Kindly inform me of the origin of the following sayings: 'Drest up to the nines'; 'Hard up!'"

The phrase, "to (or up to) the nines (or nine)," meaning "to perfection," "to the highest degree or point," is of long standing. It may have had its origin in connection with some game, or may have arisen from the fact that *nine* is in popular superstition a perfect number. "Drest to the nines" is "drest to perfection—drest to kill."

"Hard up," meaning "in difficulties, in want—especially of money," is of slang origin. It may be an extension of the nautical term "hard up," applying to the tiller and meaning "as far as it will go—to the limit of its movement (on one side or the other)."

"R. S. P.," Galesburg, Ill.—"Is 'that' properly used in the following sentence? 'It is a small college, but there are those *that* love it.'"

Yes, it is altogether proper. The clause is a restrictive clause, and *that* (as distinguished from *who* and *which*) is the restrictive relative pronoun. There is a tendency to substitute *who* for *that* when the antecedent refers to persons, and *which* for *that* when the antecedent refers to lower animals or to things; but it is better to keep up the distinction between the restrictive relative clause and the additional (or explanatory) in form as well as in punctuation. Only when the use of *that* would offend against euphony should *who* or *which* be substituted.

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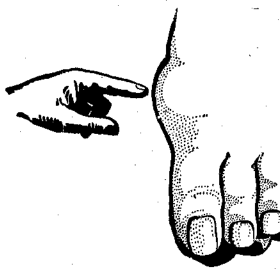

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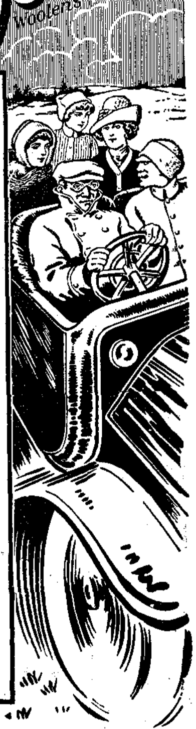
Jaeger Sanitary Woolens



WOOL—natural, porous, undyed, Jaeger Made Woolens are the most practical, most healthful and most comfortable of all fabrics for men's and women's underwear—keep the warmth *in* and the cold *out*, and maintain an equable temperature. Permit ventilation and absorption, and prevent chills, coughs and colds. Endorsed by the medical profession.

Jaeger Woolen sweaters, coats, caps, reefers, etc., for outdoor wear.

Write for the facts about Jaeger Woolens.

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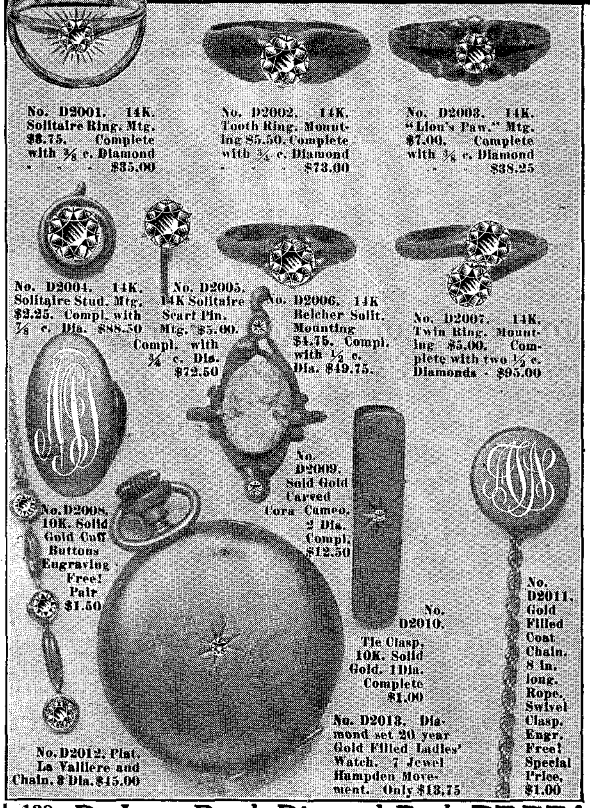
GENUINE PERFECT CUT DIAMONDS $97.50 PER CARAT



No. D2001. 14K. Solitaire Ring. Mtg. $8.75. Complete with ⅜ c. Diamond $35.00

No. D2002. 14K. Tooth Ring. Mounting $5.50. Complete with ¾ c. Diamond $73.00

No. D2003. 14K. "Lion's Paw." Mtg. $7.00. Complete with ⅜ c. Diamond $38.25

No. D2004. 14K. Solitaire Stud. Mtg. $2.25. Compl. with ⅞ c. Dia. $88.50

No. D2005. 14K Solitaire Scarf Pin. Mtg. $5.00. Compl. with ¾ c. Dia. $72.50

No. D2006. 14K Belcher Solit. Mounting $4.75. Compl. with ½ c. Dia. $49.75.

No. D2007. 14K. Twin Ring. Mounting $5.00. Complete with two ½ c. Diamonds $95.00

No. D2008. 10K. Solid Gold Cuff Buttons Engraving Free! Pair $1.50

No. D2009. Sold Gold Carved Cora Cameo. 2 Dia. Compl. $12.50

No. D2010. Tie Clasp, 10K. Solid Gold. 1 Dia. Complete $1.00

No. D2011. Gold Filled Coat Chain. 8 in. long. Rope. Swivel Clasp. Engr. Free! Special Price, $1.00

No. D2012. Plat. La Valliere and Chain. 8 Dia. $15.00

No. D2013. Diamond set 20 year Gold Filled Ladies' Watch. 7 Jewel Hampden Movement. Only $13.75

Note our Importers' Prices

⅛ Carat Dia. $ 8.25	½ Carat Dia. $45.00
¼ Carat Dia. $17.50	¾ Carat Dia. $67.50
⅜ Carat Dia. $31.25	⅞ Carat Dia. $86.25

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FULL $150 PER CARAT VALUE

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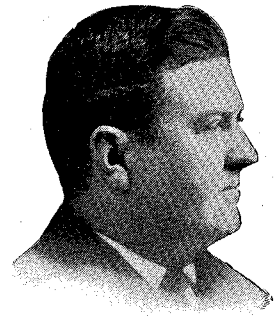
Why Should I Smoke Tuxedo?

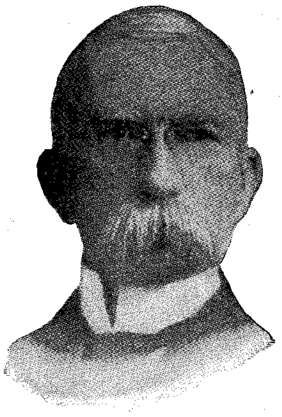


HON. GEORGE CURRY

Hon. George Curry, Ex-Governor of New Mexico, says:

"Tuxedo appeals to me strongly on account of its cool, mild, pleasant flavor. Therein lies its superiority to all other tobaccos."

Geo Curry

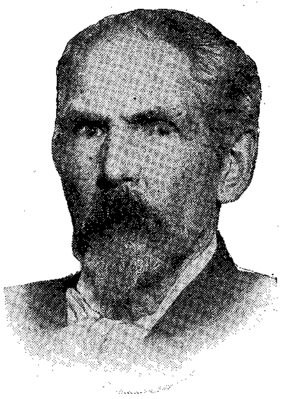


L. S. BROWN

L. S. Brown, General Agent of the Southern Railway at Washington, says:

"Tuxedo has gained and maintained a high reputation for superiority. Its coolness, mildness, and genuine soothing qualities are unrivalled."

L S Brown



JAMES WILLIAM PATTISON

James William Pattison, Artist, Leader in Municipal Art, and now Editor of the Fine Arts Journal, Chicago, says:

"A pipe, a book, and an open fire! These are three delights I can recommend to any man, but be sure the pipe is filled with mild, fragrant Tuxedo, if you wish to enjoy the three in the highest sense."

James William Pattison

TUXEDO is the logical smoke for *millionaires* because it is impossible to buy a *better* tobacco.

Tuxedo is the logical smoke for the economical man because there are 40 pipefuls in a ten-cent tin—making the *average cost per pipeful only one-fourth of a cent!*

To buy cheaper tobacco means to get less pleasure out of smoking, because it is impossible to *make* a tobacco as good as Tuxedo at less than the Tuxedo *price!*

Tuxedo

The Perfect Pipe Tobacco

Tuxedo is made of only the finest, choicest, selected leaves of perfectly aged Burley tobacco. It is made by the *original* Tuxedo process which takes all the *un*pleasantness *out* of tobacco and leaves all the pleasantness *in!*

Tuxedo has a deliciously mild, fragrant aroma, that is pleasant to all. It is a tobacco you can smoke in a room full of lace curtains without leaving even a trace of an odor.

A trial will convince you that Tuxedo is superior to every other tobacco you have ever smoked. Buy a tin—today.

YOU CAN BUY TUXEDO EVERYWHERE

Convenient pouch, *innerlined* with moisture-proof paper 5c

Famous green tin, with gold lettering, curved to fit pocket 10c

In Glass Humidors, 50c and 90c

Illustrations are about one-half size of real packages.

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Tuxedo
TOBACCO
SPECIALLY PREPARED FOR THE PIPE

SAMPLE TUXEDO FREE—

Send us 2c in stamps for postage and we will mail you prepaid a souvenir tin of TUXEDO tobacco to any point in the United States. Address

TUXEDO DEPARTMENT
Drawer S
Jersey City, N. J.

IRVIN S. COBB

Irvin S. Cobb, Humorist, and Author of "Back Home," says:

"I can't think of any reason why I shouldn't say I like Tuxedo—because I do like it, very much."

Irvin S. Cobb

HENRY STUCKART

Henry Stuckart, City Treasurer of Chicago, says:

"I regard Tuxedo as not only absolutely harmless, but genuinely beneficial. Tuxedo goes in my pipe always."

Henry Stuckart

HON. STANTON WARBURTON

Hon. Stanton Warburton, Member of Congress from the State of Washington, says:

"My own experience leads me to believe that every desirable quality is present in Tuxedo Tobacco. It is the best smoke I ever had."

S. Warburton